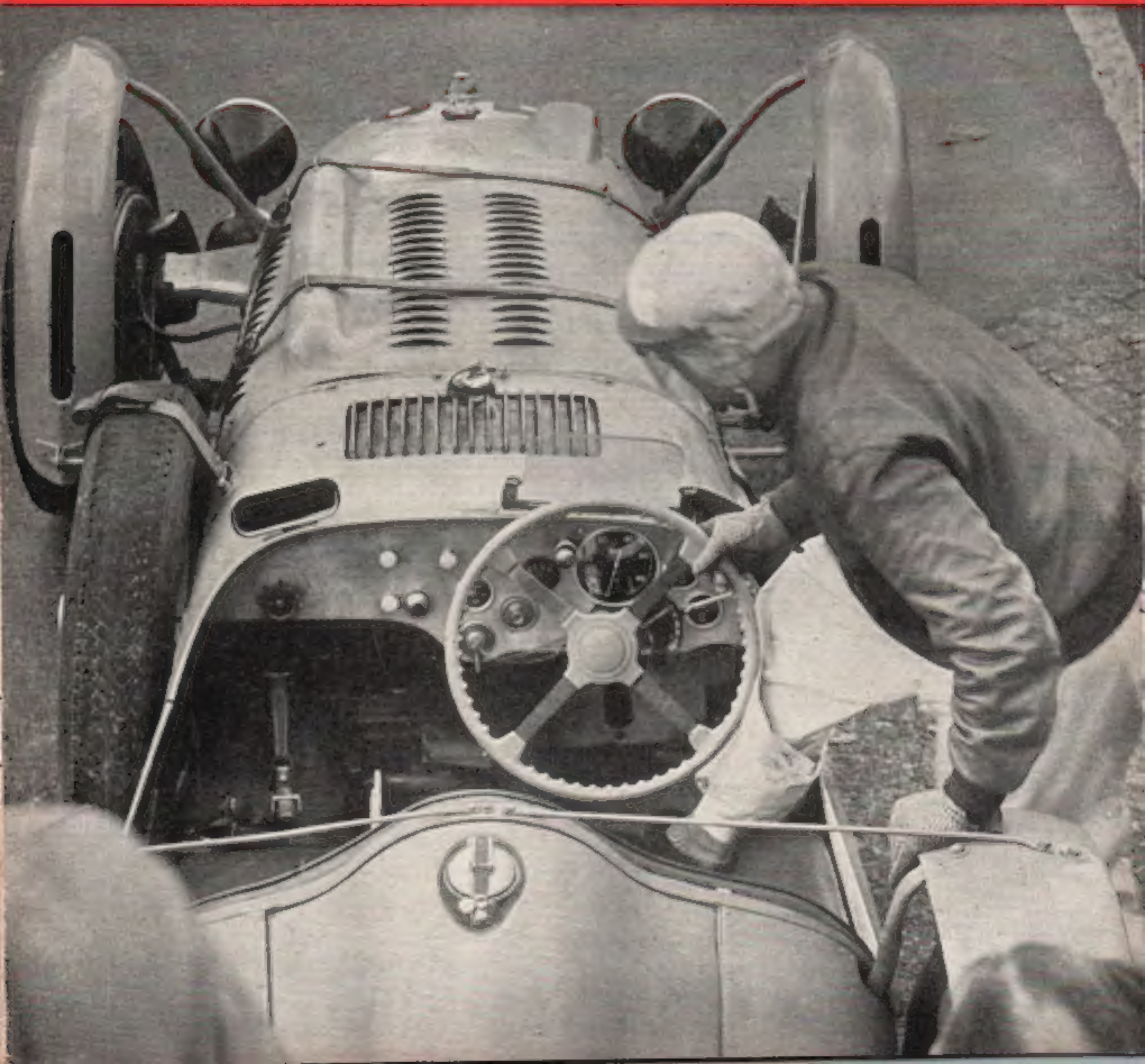


AUTOSPORT

1/6
EVERY FRIDAY

Vol. 3 No. 24
December 14, 1951

BRITAIN'S MOTOR SPORTING WEEKLY





JAGUAR

Cars Ltd.

are proud to announce

that the

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has awarded them

THE DEWAR TROPHY

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engineering and technical achievement

during 1951

*The Award has been conferred by the Royal Automobile
Club in consideration of Jaguar's achievements under
the Competition Rules of the R.A.C.*



Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 24.

December 14, 1951

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NOTICES

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EDITORIAL

MUD-PLUGGING, bog-hopping, hill-bashing, bank-slugging—call it what you will—certainly doesn't appeal to many of our readers, particularly those who follow motor-racing. They cannot understand how anyone can get enjoyment out of spending a winter's day in a spartan open machine, wallowing around in mud, and climbing, or attempting to climb, impossible-looking hills. AUTOSPORT is often criticized for devoting so much space to trials, and the majority of race-minded readers want to see trials reports cut down to a brief summary and results, with an occasional photograph. The maximum amount of space should (they say) be given to re-caps and news of motor-racing matters.

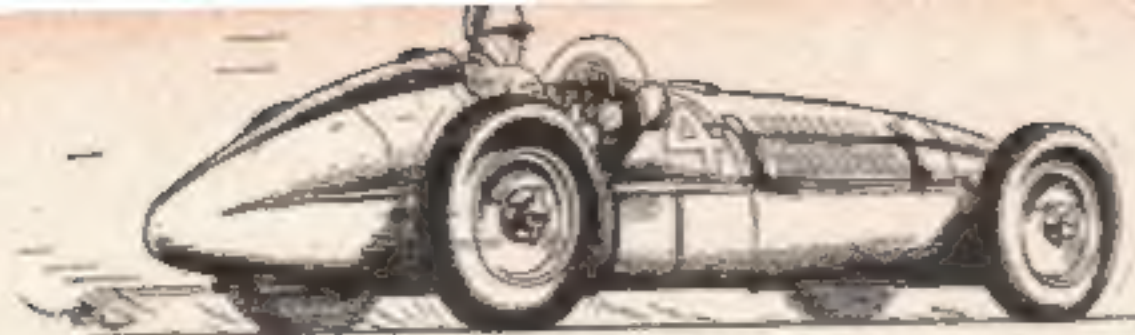
We cannot agree to this suggestion. Modern motor clubs can only exist by reason of continued activity. To many club members the winter season is an opportunity to get out in the open air and take part in what they sincerely believe to be an essential part of motoring sport. Many motor-racing fans overlook the indisputable fact that trials are a very important part of British club life. Without a background of trials, the average territorial club could not hope to sustain the interest of its members during the winter months. Admittedly, this type of event has nothing like the following that racing possesses, but it is more than likely that there are more people *actively* engaged in trials in this country, than there are folk *actively* participating in racing.

It is impossible to please everyone, and AUTOSPORT feels that if trials were not to be given a prominent place in its pages during the winter months, it would be failing in its duty to the average reader who is also a keen motor-club member.

We shall, of course, continue to give news of racing activities during the "close" season, but it must not be forgotten that the very title of the magazine suggests that it covers every possible aspect of the sport, of which motor-racing happens to be the most important, and, if we can put it that way, the most glamorous. We also realize that many readers cannot raise any sort of enthusiasm for rallies, hill-climbs, speed events, Veteran and Vintage events, and anything savouring of a Concours. Our post-bag contains many letters from people who have not the slightest interest in any subject that does not directly concern Grand Prix racing; from others who would like to ban 500 c.c. racing, and also from readers who cannot see any future in sports-car racing. Nevertheless, the largest percentage of our readership is drawn from people who are interested in all possible forms of the finest sport in the world.

OUR COVER PICTURE

AGILITY: Those precious seconds saved at the start of an event like the Le Mans 24-Hours Race may make all the difference at the finish. Here is Pierre Levegh diving into his Talbot in the 1951 event.



PIT AND PADDOCK

JAGUAR was rated the most outstanding European car on the American market in a recent U.S. poll.

FORDS are, in future, making all genuine Ford parts, accessories and replacements with the distinguishing mark, "EnFo".

STIRLING MOSS was a guest last week-end on Ted Ray's "Calling All Forces" programme. Stirling kept insisting "...no cracks about the B.R.M!"

APPARENTLY it is not the Lancs and Cheshire, but the Mid-Cheshire C.C. which controls the destinies of the proposed Oulton Park circuit. The delegate who brought up the subject of the road circuit at the recent R.A.C. conference was L. P. B. Denton, of the Mid-Cheshire Club.

NICE to see so many Hagley and Sunbac club members assisting the neighbouring Shenstone and District M.C. in observing and marshalling the Chase Trophy Trial.

JOHAN CLAES and Jacques Ickx, joint winners of the Liège-Rome-Liège Rally, in a Jaguar, have been awarded the Belgian Trophée Nationale du Merite Sportif for their performance.

BRITISH competitors in the A.C. of Turin's Third Sestriere International Rally in February can start from any town in the U.K. where there is an R.A.C. office. Doing so, they will be entitled to one point for every 100 kilometres (62 miles), which will be useful for the awards affecting competitors coming from the greatest distance. Entries close on 26th January (8,000 lire). After this date, and up to 2nd February, the entry fee will be 12,000 lire. Entry fees can be paid to the R.A.C. in sterling.

FERRARI and Alfa Romeo have been invited to compete in a couple of road races to take place in Uruguay next February.

PROPOSED Mont Blanc event has caught the fancy of practically all of the prominent trials people. Plot appears to be to go to Le Mans for the 15th and 16th June, then on to Annecy for the trial the following week-end.

STORIES continue to circulate concerning a big Grand Prix race for Formula 1 cars, said to be planned for New York. Careful perusal of the International Calendar shows no date allotted for 1952 at any rate.

JOHAN HALL, circuit director of Brands Hatch, is over in Paris attending the Conference of Circuit Managers sponsored by John Hugenholtz. In company with Belgian, German and Italian representatives he visited Montlhéry recently to study the layout.

THAT CAR!

Absorbing B.R.M. Talk
by Rivers Fletcher and
Stirling Moss

THE Windsor Car Club deserve every praise for their B.R.M. evening at the Castle Hotel, Windsor, on Monday last. News of this meeting certainly "got around", and instead of the comfortable club gathering expected, applications for tickets poured in, and a last-minute switch to a larger room became necessary. Even so, every chair and every corner of the hall was filled, such is the interest in the B.R.M. despite all the disappointments and criticism of the project in recent months.

A. F. Rivers Fletcher opened the meeting by outlining the origin of B.R.M., bringing to light one interesting point in that, when Peter Berthon first worked on the design of the car, no financial difficulties were anticipated and thus there was no curb to expense or complication in quest of the utmost performance. A film was then shown of the 1950 Penya Rhin G.P. at Barcelona in which two B.R.M.s competed, shots of

Parnell on his meteoric second lap when he shot up from fourteenth to fourth place before retiring being seen.

Stirling Moss then spoke on the Monza tests of the B.R.M., and gave his personal impressions of the car. Power from the 16-cylinder engine seemed absolutely limitless from about 4,500 r.p.m., irrespective of which of the five gears one was in, while the gearbox itself was magnificent, as near perfect as any he knew. "So many people", he said, "ask what is wrong with the B.R.M., but so few ask what is right with it". Yet it had many qualities, although what its maximum speed would be, he didn't know—it just seemed to mount and mount. As to what was wrong with the car, he personally felt the steering was at fault, making the negotiation of Monza's many fast bends a tricky business. For the B.R.M. tests, the circuit was divided into four sections, timing in each of these revealing that on the faster straight the car, although never flat out, was faster than the Alfa Romeos, but lost several seconds on slower bends, evidence suggesting this to be due to the difficult handling and cornering characteristics. The steering layout was to be revised at Bourne during the winter.

Overheating troubles in the cockpit had been cured, said Moss, but, apropos the British G.P. at Silverstone, nobody but Parnell and Walker could know just

what they went through in completing the course in such acute discomfort. Their pluck and endurance was admirable. Moss spoke of the alarming possibility that Continental organizers may cease to run Grands Prix to Formula 1 before the 1954 ruling comes into force, making it even more essential for B.R.M. to succeed next year.

Of Continental drivers, Stuck, Chiron and Taruffi had all tried the B.R.M., being much impressed by its potentialities. Taruffi clocked 2 mins. 1 sec. for a lap to Moss's 1 min. 57 secs. When Alfa Romeo brought one of the newest Type 159s to Monza for a try-out prior to the Spanish G.P., Stirling Moss tried the car and found it easier to handle than the B.R.M. Steering and suspension were excellent, but there was not the impression of limitless power, nor did the brakes compare with those of the B.R.M.

Question time produced some posers, but Stirling Moss and Rivers Fletcher coped admirably. Choice of drivers, chassis design, those centrifugal blowers, the complicated layout, the suspension, the organization—all were inevitably brought up. Eventually the Chairman, Colin Brightman, brought the meeting to a reluctant close, thanking the two speakers for providing so extremely interesting an evening, the enthusiastic gathering showing their hearty approval.

TOMORROW'S R.A.C. CHAMPIONSHIP

Thirty-five Qualifiers for Blue Riband of the Trials World—Entirely New Course in Welshpool Area—Motor-cycle Tyres Barred

TOMORROW 35 competitors will struggle for the Fourth R.A.C. Trials Drivers' Championship Trial, which starts from the King's Head, Meiford, North Wales, at 10 a.m. This year the qualifiers comprise 14 South of England men, 17 drivers from the North, and four from Scotland. Cars are predominantly Ford-engined, and all are under 1,500 c.c., with the exception of Ken Burgess's Burgess, which has a slightly enlarged Javelin engine, and Alex Francis's 4-litre Mercury-engined H.R.G. Jack Wilson's car has an Austin A40 motor, Godfrey Imhof's a TD M.G., Reg Phillips's a Javelin, whilst Cyril Corbishley, Sinclair Sweeney, Gerry Pentony and Ken Bailey favour Vauxhalls.

With such a galaxy of trials talent, it is more than difficult to forecast a possible successor to Ken Wharton as "The Champ". Wharton, who has won the title three years running, is not competing this year, but if he has recovered from his recent illness, he will be present as adviser to the R.A.C.

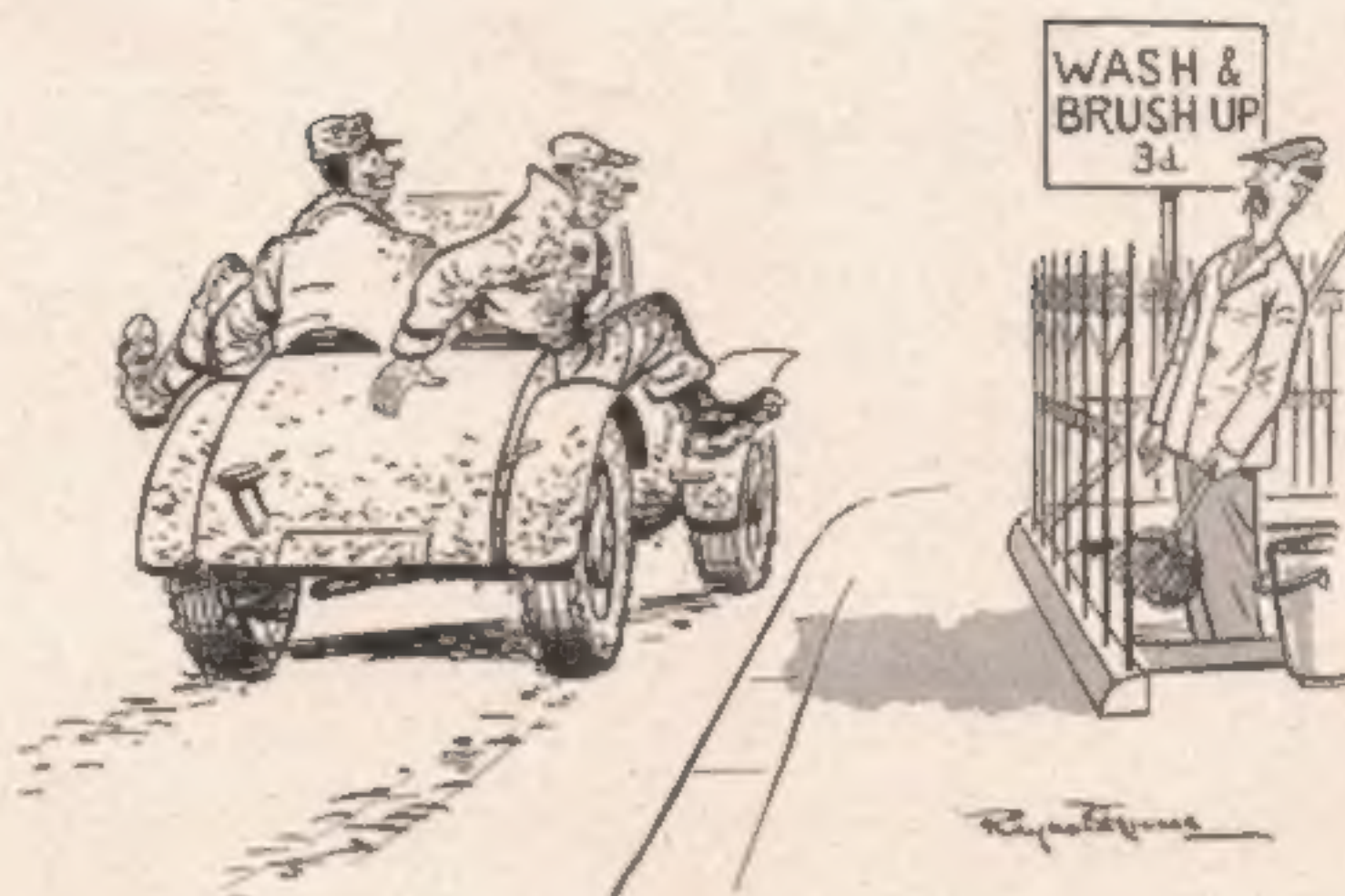
The course is divided into North and South circuits, each of which has to be tackled twice by every competitor. This means that there will be 14 observed sections in addition to the special test. It is expected that the sections known as "Farm", "Mountain" and "Clearings" will cause the most difficulty. In fairness to all competitors, we give no details of the actual route. These may be obtained by spectators at the King's Head, Meiford, before the start.

A fully illustrated report of the Championship Trial will appear in next week's issue of AUTOSPORT.

LIST OF COMPETITORS

South of England

1, Godfrey Imhof (1,250 Imhof S.). 3, Ken Burgess (1,540 Burgess S.). 4, H. Hopkinson (1,172 Austin/Ford). 8, Ron Faulkner (1,196 Paul). 12, H. Sinclair Sweeney (1,442 Jezebel S.). 14,



Gerry Pentony (1,442 Cyclops). 16, Tim Crump (1,172 Marden). 18, Wally Waring (1,196 W.H.W. Dellow S.). 20, Ted Spence (1,172 Spence V.). 24, Dave Price (1,172 Price S.). 25, Tony Rumfit (1,172 Cotton II). 32, E. J. Chandler (1,172 Chandler S.). 33, Michael Lawson (1,172 Lotus I). 36, A. A. Baring (1,172 Cotton I).

North of England

2, J. W. Fleetwood (1,172 G.R.H.). 5, Johnny Clegg (1,172 Clegg S.). 6, Mick Beardshaw (1,172 Wharton). 7, W. L. T. Winder (1,172 Morris S.). 10, Edward Harrison (1,172 Harford I). 11, Cuth Harrison (1,172 Harford II). 15, Bill Sleeman (1,172 Sleeman S.). 19, Alex Francis (3,917 H.R.G. Mercury). 21, Cyril Corbishley (1,446 C.C.S.). 22, C. R. Hardman (1,172 Dellow). 26, J. R. Preston (1,172 Austin S.). 27, A. W. Lilley (1,172 Clegg S.). 28, Ken Bailey (1,442 Bailey). 29, A. J. Lilley (1,172 A.W. S.). 30, Gordon Mosby (1,172 Ford S.). 34, Maurice Wilde (1,172 Ford S.). 35, Reg Phillips (1,486 Austin/Javelin).

Scotland

9, Willum Stewart (1,172 Ford S.). 17, Bill Lamb (1,172 Dellow S.). 23, Jack Wilson (1,200 Austin). Peter Goodall (1,172 Dellow).

NEW SUSSEX CLUB

WE learn from John Brierley of the formation of a new club to be known as the Chichester Motoring Club (50 members so far), with H.Q. at the Fleece Inn, East Street, Chichester.

BRISTOL FILMS

OVER 200 Bristol M.C. and L.C.C. members turned up to the first of the club's winter film shows. Held at "The Salutation", Henbury, near Bristol, on 6th December, the show

lasted for three hours, and was almost all colour and sound. The latest Esso car and motor-cycle films provided the bulk of the programme, but there was also an excellent film of this season's activities at Castle Combe, to which was added a tape recorded commentary.

The next club event will be the Radford Trial starting at Naish Hill at 2 p.m. on 22nd December.

750 M.C. MONTHLY MEETING

AT the 750 M.C.'s usual first Monday in the month meeting, held on the 3rd December, at the "Abbey Hotel", Stonebridge Park, members heard a most interesting talk on "Motor-Racing" given by John Eason Gibson in his knowledgeable, personal and inimitable manner.

It was preceded by the usual verbal "Sales and Wants" session and was well attended.

The Club looks forward to a return visit from Mr. Eason Gibson.

B.R.M. ASSOCIATION

B.R.M. 1952 CALENDARS will shortly be on sale to all B.R.M.A. members and supporters at the price of 1s. each and orders for these should be placed, as early as possible, with the British Racing Motors Association, 113 Park Street, London, W.1.

EASTERN COUNTIES M.C.

ON 5th December the Eastern Counties M.C. heard a most interesting talk by M. Barrington Brock, who has competed in the Spa 24-hour race. He spoke of the problems of building aerodynamic saloon bodies on standard chassis, with particular reference to his own H.R.G. and Healey "Silverstone" achievements, interspersed with colourful accounts of racing incidents. Subsequently, the Healey was examined in detail and all agreed that it was an exceptionally fine car.



STEADY LADS: "Nick" Nicholls (Dellow), being let down gently after stopping near the top of Seven Springs in the Chase Trophy Trial.

DELLOW DAY IN "CHASE"

Ron Lowe Wins Trophy for Keeps in Shenstone Trial

DRIVER-manufacturer Ron Lowe, in winning the Chase Trophy Trial last Sunday for the third successive year, earned the right to keep the Shenstone and District C.C.'s most important piece of silverware permanently on his mantel-piece. On the whole, it was a good day for Dellow. Graham Grindall took the Committee Cup, Mary Lowe and Lew Tracey captured two of the three first-class awards, and Ron, in company with J. Fowler (H.R.G.), collected the team prize.

The Shenstone club wisely encourage the owners of the more orthodox road machines to enter trials, by the simple expedient of making the team award a two car affair, of which one must be a perfectly standard sports-car. Although the majority of Dellow do qualify as standard sports-cars, the Shenstone committee decided to lump them all, blown or unblown, in the "racers" category.

This was a first-rate event, with a thoroughly sporting course which found the winner on the hills. It should certainly be considered next season as a B.T.D.A. "starred" event, and as a qualifying trial for the R.A.C. Championship.

First hill for the 36 starters in the 70-mile course was Hints. This was comparatively simple at the beginning, but the final section was a steep, grassy gradient approached by a sharp right-

hand bend. Only N. Lawrence (972 Singer) of the "sports" class managed a clean climb. Of the "racers", 12 were successful, the most notable efforts being an unblown trio, "Nick" Nicholls (Dellow), J. Deeley (Cranford) and A. Baylim (Ford).

Clewleys Hill was another steep and grassy affair, this time approached by a sharp left-hand bend. None of the sports brigade got further than Section One, and only two competitors, Ron Lowe (Dellow) and Ted de Blaquiére (Atkinson) motored successfully to the top. Just four folk managed to pene-

trate the second section, namely, P. Reynolds, Frank Wall, Lew Tracey and Graham Grindall—all Dellow. Bill Wykes, one half of the "Midland Giants" team, had the wretched luck to fracture his crankshaft pulley on his blown Dellow.

Hazelslade was conquered by three of the sports-cars, J. Brown, J. Fowler (H.R.G.s) and Lawrence's admirable little Singer. This section troubled few of the trials cars, only three people dropping marks. On the other hand, Satnall Hill defeated every one of the sports people, and a high percentage of the opposite class.

Star hill was, of course, the spectacular Seven Springs, where a large crowd invariably gathers to watch drivers tackling the terrifying-looking gradient. Most remarkable attempt by a sports-car driver was that of P. Clayton, in a four-seater Singer Nine, who all but reached the summit. Mick Beardshaw (Wharton) opened proceedings for the mud-pluggers with an effortless climb, which was emulated by J. Jenkins (Morris). Thereafter, the sting appeared to be taken out of the section and quite a number of people climbed. Particularly fine efforts were the successful ones of Mrs. Mary Lowe (Dellow) and Miss "Pimpy" Box in fiancé Bill Bodenham's Dellow, the latter nearly bouncing himself out of the car. When Graham Grindall's unblown Dellow failed near the top, a vociferous section of the spectators, led by Margaret Holden, accused Autosport's Editor, who was acting as passenger, of not bouncing heartily enough!

It was on this section that Ted de Blaquiére dropped his first marks of the event. Maybe the fact that passenger Ray Merrick had little or no room in which to bounce had something to do with this surprise failure!



NUFFIELD-BASED: J. S. Jenkins (Morris) on the sharp turn leading to the steepest part of Hints Hill. He gained a second-class award.

Quite a number of competitors were bogged down in a lane for some considerable time, and had to be hauled out by tractor. Apparently this lane, which was on the way to the timed climb at Scatswell, was not actually on the route card. Nevertheless, many people were after Freddie Finnemore's blood that evening.

Ashby's Gully was its usual glutinous self. A. Lewis (H.R.G.) had a wonderful try, and just stopped a few yards from the top. The majority of the sports-cars floundered about in the mud, and could not negotiate the first bend. Honour of making the first clean climb went to Mary Lowe, who was given a big hand for a really plucky effort. For an encore, husband Ron also ploughed his way to the top, determined not to be outshone by Mary. The only other folk to get through were J. Deeley (Cranford), A. Shipley (Austin) and Graham Grindall (Dellow). Possibly the fact that all three climbed by the light of their own headlights contributed to their success—at least they were unable to see exactly how bad the hill was.

RESULTS

The Chase Trophy (Best Performance): Ron Lowe (1,172 Dellow S.), 2 marks lost.

The Committee Cup (Best Improved Performance Compared to 1950 Event): Graham Grindall (1,172 Dellow), 18.

1st Class Awards: Mrs. R. B. Lowe (1,172 Dellow S.), 14; Lew Tracey (1,172 Dellow S.), 9; Ted de Blaquiére (1,172 Atkinson), 9.

2nd Class Awards: Mick Beardshaw (1,172 Wharton), 16; J. Jenkins (Morris), 20; J. Deeley (Cranford), 15.

Sports Class

Rugeley Bowl (Best Performance): A. Lewis (1,496 H.R.G.).

1st Class Award: J. Fowler (1,496 H.R.G.).

2nd Class Award: John Brown (1,496 H.R.G.).

Team Prize: R. Lowe (Dellow), J. Fowler (H.R.G.).

Runners-Up: Mrs. Lowe (Dellow), A. Lewis (H.R.G.).



DRIFT: Graham Grindall (Dellow) storming Hazelslade Hill during the Shenstone Club's trial. He won the Committee Cup.

MORGAN NIGHT RALLY

ON Saturday and Sunday, 1st and 2nd December, the Morgan 4/4 Club held its first Night Rally. Apart from a little sleet and snow in the Derbyshire Hills, the weather was exceptionally good though cold, while entries were very good. Starting points were at Manchester, Gloucester and Hertford, and the course took competitors over 300 miles of roads of varying types. The first car went off at 9.30 p.m. on Saturday, with the others following at two-minute intervals, all competitors converging on Castle's Garage at Leicester for a short refreshment interval.

From Leicester the course continued through Lincolnshire, wending west through the Derbyshire Hills to Buxton, down to Ashbourne, and over a somewhat difficult course, arriving once again at Leicester in time for breakfast at

The Bell Hotel. Thereafter officials retired to work out results, while competitors prepared their cars for the *Concours d'Elegance* which was to follow.

Altogether the first Morgan 4/4 Club Night Rally proved an enjoyable and very successful event, and with such encouragement the Club looks forward to holding similar events in the future. The officials of the Club would like to thank J. Cockshott, of West Gorton, Manchester, A. E. Abbiss & Co., of Hertford, the Bristol Tramways Co., of Gloucester, and Castle's Garage, of Leicester, for their most valuable assistance in allowing the Club to use their premises during this event.

RESULTS

1. A. E. Pollett (Daimler).

2. S. G. Dyke (Morgan).

3. A. C. Hobbs (Morgan) and G. Alis (Vauxhall).

Concours d'Elegance, Open Class: 1. A. E. Pollett (Daimler).

Morgan Class: 1. B. M. Lee (Morgan).

Tomorrow, 15th December, members and friends of the club will join in a Christmas Gathering with Buffet at "Ye Olde Woolpack" Hotel, Warwick, beginning at 7.30 p.m.

Admission will be by ticket, at 7s. each from the Secretary at 3 Friary Street, Derby.



TEAM-WORK: While passenger Ray Merrick endeavours to find a bit of space for bouncing, Ted de Blaquiére places the Atkinson just right for one of the two successful ascents of Clewleys Climb.

December 14, 1951

TRIALS IN ENGLA

ANOTHER IRISH EVENT TO JOHNNIE BELL

Ford Special Driver Wins G.V.B. Cup

RUN in an area around the base of the Wicklow Mountains including Killinardin Moor, Jokstown, Embankment and the Slade, this event was a nightmare for competitors. Starting late, they found that sections in the Slade had had to be cut out of the route at the last minute and that the course, although marked with dye, was extremely difficult to follow.

A ridiculously rough section for cars, Sloggers Hill, previously only used in the tougher motor-cycle trials, was tried out on competitors, much to the disgust of all and the financial detriment of the many whose cars suffered unnecessary mechanical damage. Hugh Crawford badly buckled one of the specially rebuilt rear wheels of his special and many similar mishaps were recorded.



BERKHAMSTED M.C. AND L.C.C.

Lockhart-Bossingham Trial,
9th December

PROVISIONAL RESULTS

Bossingham Cup and Replica: E. J. Chandler (1,172 Chandler S.), 10 marks lost.

Best Performance, 1,100 c.c.: A. G. Curwen (747 Austin), 24.

Best Performance, 1,500 c.c.: A. A. Baring (1,172 Cotton), 15.

Best Performance, Unlimited c.c.: H. R. Smart (1,172 B.S.T. S.), 12.

Best Berko Member: J. Tucker-Peake (1,172 Scarlet Runner), 34.

750 c.c. Award: A. D. Hasmer (747 Austin), 42.

1st Class Award: P. D. C. Brookes (1,172 E.R.P.), 17.

2nd Class Awards: J. V. Lewis (1,172 Chingford), 20; B. H. Dees (1,172 Dellow S.), 20.

BUGATTI O.C. WELSH TRIAL

CECIL HEATH (XK 120 Jaguar) proved to be the winner of the Bugatti Owners' Club's Welsh Trial, held last week-end over a 157-mile course. Competitors, 15 in number, set off from Lake Vyrnwy on Saturday morning in "closed car" weather, wet and cold.

An innovation in the trial was the inclusion of a timed climb of Prescott Hill—in the dark!—where Cecil Heath proved fastest in 60.4 secs., Jack Newton (Frazer-Nash) was next best in 60.8 secs. and third T. Leadbetter (H.R.G.) in 64.2 secs.

RESULTS

Best Performance; Welsh Cup: C. Heath (Jaguar XK 120), 100 marks; Runner-up, T. Leadbetter (H.R.G.), 87; 3, G. Dix (Alfa Romeo), 83; 4, E. J. Newton (Frazer-Nash), 68; 5, W. A. L. Cook (Jaguar XK 120), 67; 6, W. Bancroft (Bristol 402), 61; 7, David Porter (Bugatti Type 57), 52; 8, C. W. P. Hampton (Bugatti Type 49), 45.

Peter Stubberfield Trophy (best performance by a Bugatti): David Porter (Type 57).



★

Snapshots from last Sunday's trial organized by the Berkhamsted M.C. and L.C.C. (Top) A. J. Hughes in the rough of Section 1 of Fun Fair. (Centre) S. R. Rees becomes embedded up to the axles on the same section. (Right) A. G. Curwen takes his Austin Seven over the hump, to clear the last section of Fun Fair. He put up best performance in the under 1,100 c.c. category. The trial was won by E. J. Chandler (Chandler Special).

★



ND, SCOTLAND AND EIRE



DITCHED: (Above) Bill Young and "Doc" Jackson thoroughly belly their M.G. in the Mount Seskin test during the G.V.B. Cup Trial.

At Mount Seskin a gap through the bank at the side of the lane led to a circular pylon test on muddy grass, this caused much front wheel sliding at fairly high speeds. "Bill" Young (M.G. TC) took this test so fast that he lost the front end completely when heading for the finish, motoring off the track, across the heathland and went nose first down into the ditch beside the main lane. To the amusement of spectators he and his cheerful passenger, Doctor Norman Jackson, had to climb out of an almost vertical motor-car and help to lift the whole machine sideways back on to level ground. Jack Stevenson's TC also tended to ignore its steering gear on the slippery surface.

On a toughish observed section in De Selby Quarries, many competitors failed first time but, coming back to it later for the second time the majority climbed it. Harold Darker driving Nat Preston's TC found a hefty rock on this section which neatly removed the Lockheed master cylinder on the braking system.

In the Slade, Ivan Webb was found presiding over a nasty little muck-hole in which was held a reversing test through very low markers which were difficult to see. Many people came un-

SCOTLAND: Most successful 1951 trials driver North of the Border is Bill Lamb (Dellow). He is seen here on Chapelwood, during the M.G. C.C.'s "Gala" Trial, a report of which will be found on page 764.



EIRE: (Above) Harold Johnson (Lancia Spl.), after unsuccessfully tackling Eric or Little by Little, "Old Lady" in the back is actually one of Harold's sons wearing peculiar headgear.

seat and, a truly tremendous effort this, Hugh Crawford in his Ford-engined Morris Eight chassis Special, despite a bent wheel and a failing magneto.

Twenty-five competitors completed the course, most of whom were in a very disgruntled frame of mind, and in many cases not without good reason.

H.A.O'B.

RESULTS

Premier Award: J. Bell (Ford Spl.), 157½ marks.

1st Class Awards: J. C. Millard (Millpool), 157; T. P. Ohle (Dellow S.), 153½; M. O'Neil, 151; K. P. Murray (M.M. Spl.), 148½; J. Bewley (Ford Spl.), 143; J. Gibney (Ford Spl.), 143; C. Vard (M.G. TC), 137.

2nd Class Awards: A. L. Young (M.G. TC), 134½; W. Fitzsimmons (Ford Spl.), 129½; A. Potter (Ford Spl.), 129; H. Crawford (Ford Spl.), 129; C. S. Laird (Dellow), 126; P. Culhane (Ford Spl.), 126.



CARS FROM THE CONTINENT

I.—THE ALFA ROMEO 1900 S.C. TOURING COUPÉ

NEWEST product of a marque world-famed for its competition achievements in the past 25 years, the Alfa Romeo 1900, a compact and economical vehicle, represents something of a departure in traditional practice by the Italian firm hitherto producers of ultra-performance sporting vehicles in a somewhat prohibitive price class. Not that the 1900 s.c. Touring Coupé lacks performance, for its 4-cylinder twin o.h.c. power unit and restricted weight enable 100 m.p.h. to be comfortably exceeded; but the new "little" Alfa is much more an "everyman's" car, with its comfortable closed bodywork and general ease of maintenance, than the wonderful, but starker, "2.3s", "2.6s" and "2.9s" of yesteryear.

From both the technical and practical points of view the 1900 is one of the most advanced productions of the Italian motor industry, and its price, although prohibitive in Great Britain, makes it accessible to many people overseas. The Alfa Romeo technicians have subtly combined exceptional mechanical

efficiency with light but strongly constructed bodywork, and by its excellent performance, braking powers, good road holding and ease of handling, it can be said that speed with comfort is the essence of this model.

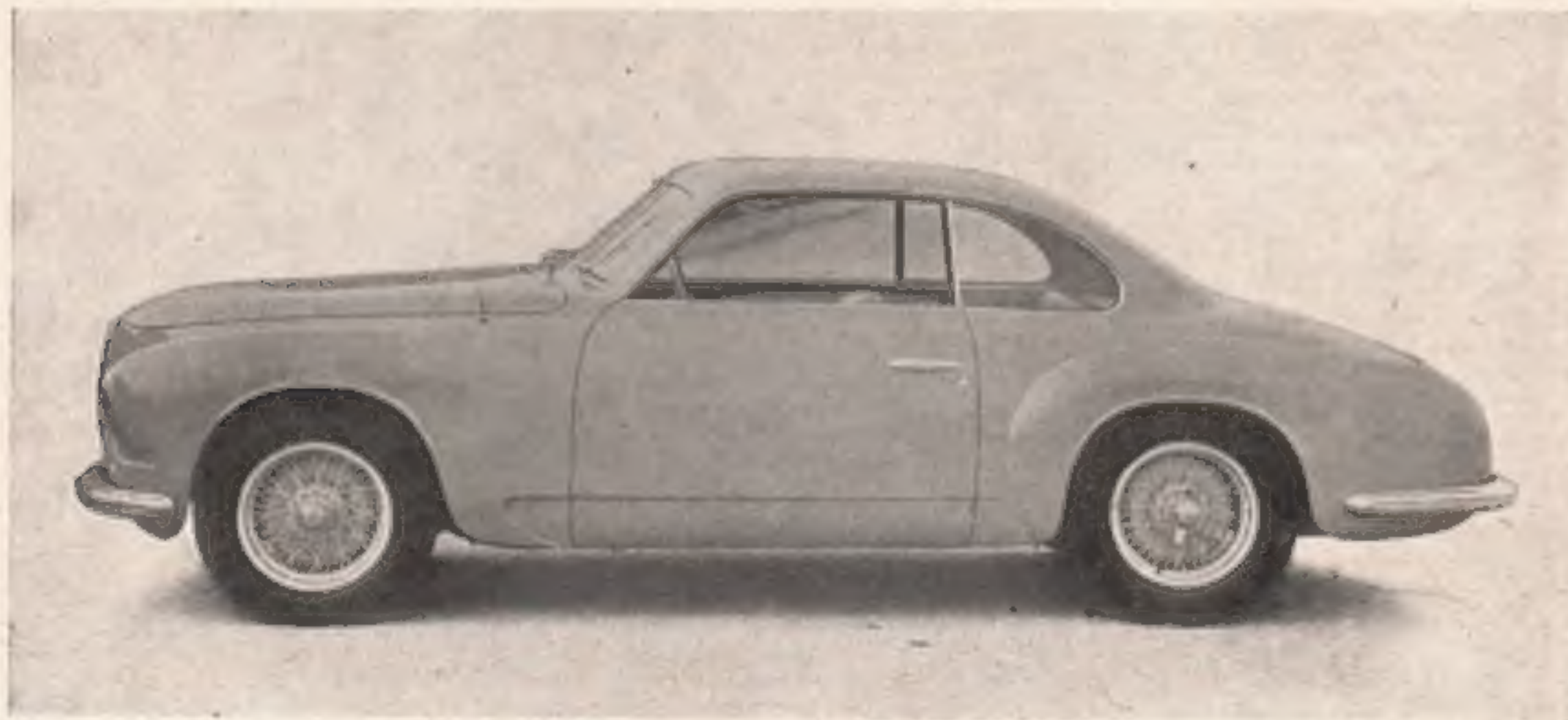
The 1900 has a powerful twin-carburettor engine which takes it along at a maximum speed of 180 k.p.h.—approximately 111 m.p.h. Maximum b.h.p. of the engine is 100 at 5,400 r.p.m. It has four cylinders in line, with bore and stroke of 82.55 mm x 88 mm, giving 1,884 c.c. Cylinder head is of aluminium, with a compression ratio of 8 to 1, and the combustion chambers are of hemispherical shape, with plugs set centrally. Two large diameter overhead valves per cylinder are operated by twin overhead camshafts. Twin horizontal Weber carburettors give a commendably low fuel consumption of 25 m.p.g. at a steady 50 m.p.h. High octane fuel is normally used for this engine, but it operates satisfactorily on lower (70-72) octane at a loss of two to three b.h.p. The head layout permits an adequate

flow of cooling water around the combustion chambers.

The light alloy pistons are built up in three segments, one of which is chromed. The 5-bearing crankshaft is fully balanced statically and dynamically by means of counterweights. Readily replaceable big-end bearings are of lead-bronze alloy covered with lead-iridium. Ignition is by 12 volt battery and coil, with automatic advance, and thermostatically controlled pressure water cooling is employed.

Transmission is by a large diameter, single dry-plate clutch to a four-speed, helical toothed, synchromesh gearbox, with change-speed lever mounted on the steering column. A short propeller shaft connects to the spiral bevel rear drive through rubber universal joints.

Front independent suspension is by helical springs and wishbone links with hydraulic telescopic shock absorbers. The rigid rear axle is also suspended by helical springs, coupled with longitudinal anti-roll bars and hydraulic dampers. Steering, by globoid worm and roller, is

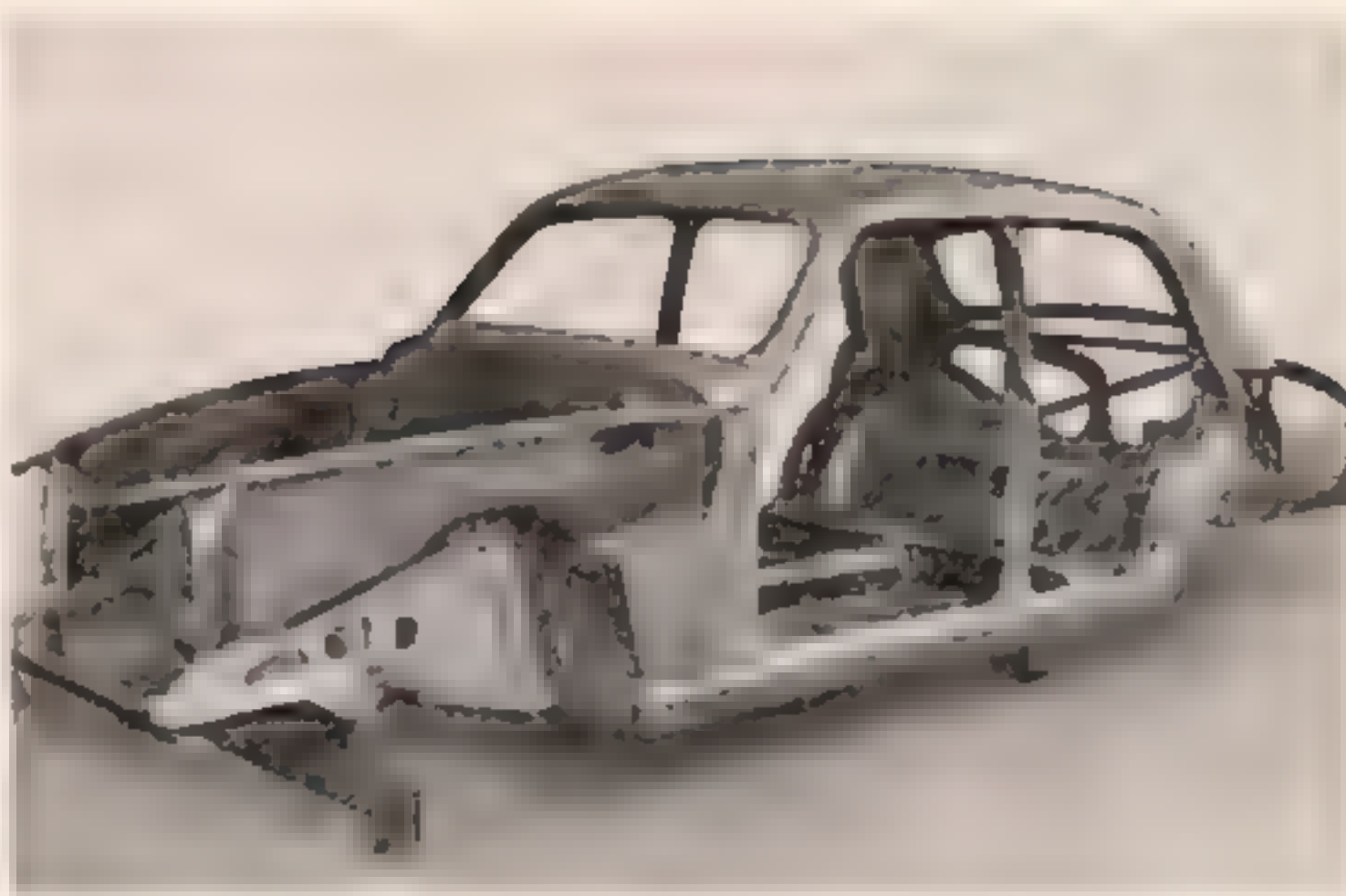


The Type 1900 S.C. Alfa Romeo coupé which can exceed 110 m.p.h.

normally left-hand, although right-hand drive is optional. Girling hydraulic brakes are fitted, with two leading shoes on the front pair. With a turning circle of only 34 feet 4 inches, and beautifully light steering, the 1900 is exceptionally easy to manoeuvre.

Integral construction of the body and chassis has enabled the designers to keep the dry weight down to a modest 20 cwt. The coupé body, of conventional modern styling, provides ample seating for four people. Leading dimensions are: Wheel-base, 8 ft. 7½ ins., track, 4 ft. 3½ ins., overall length, 14 ft. 5½ ins., ground clearance, 6½ ins.

The 4-cylinder twin-cam Alfa unit is being quantity-produced at Milan, it being used, in more utilitarian form, in the "Jeep" type military vehicle recently introduced by Alfa Romeo. **RAFFAEL SANSONE**



EMBRYONIC. The Alfa Romeo 1900 in an early stage of manufacture, showing the integral construction of body and frame.

BOOK REVIEW

A BOOK FOR THE BOYS—AND THEIR ELDERS

by John Morgan
(Secretary, B.A.R.C.)

"The Boys' Book of Motor Sport".

Author: Gregor Grant.

Size: 7½ ins. x 10 ins. 160 pp. 77 illustrations.

Price: 21s.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, London, W.C.2.

I HAVE always suspected Gregor Grant of being a remarkable man. In fact, anyone who holds down the job of editing a weekly motoring periodical and yet finds the time to write books is remarkable. AUTOSPORT has a very big following, and most of us have read his books "British Sports Cars" and "500 c.c. Racing".

Now, as author of "The Boys' Book of Motor Sport" he emerges as a psychologist, for he knows quite well that not only the teenagers, but the old boys will simply lap it up. At last, they can, without loss of dignity, clear up those doubts on points that have remained hazy for years. It is a valuable addition to the library of the motor sport "amateur", quite regardless of age.

The amount of information contained within 160 pages is proof of the author's immense fund of knowledge and a tribute to his ability to impart clearly so much about a complex subject which could easily fill as many pages for each sub-heading.

True, he assumes that his readers have grasped the fundamentals of the four-stroke internal combustion engine; but he does not talk down to them, nor deluge them with obscurely grim technicalities. Facts and necessary figures are here, with explanatory diagrams to

assist where required, as in the various aspects of "Aids to Speed", where different types of supercharger are discussed among other things. A chapter is devoted to each Formula, including in Formula 3 the history of the rise to International Formula status of 500s.

There are 21 chapters in which he covers reliability trials ("Mud-Plugging"), sprints and hill-climbs, speedway racing, record-breaking, Grand Prix technique, sporting machinery, sports-cars of the world and—a sure "hit" with the boys—motor racing personalities. There are two fine 16pp. insets of illustrations, with some excellent action shots.

Gregor Grant's new book comes at the right time of the year, and will solve the problem for many a harassed parent wondering what to buy offspring who have pretty nearly everything. The frontispiece is an attractive "technical interest" study in colour, which is repeated on the jacket.

CLUB MAGAZINES

SEVERAL of the more ambitious club magazines make most interesting reading. Amongst the best-produced, recently received by us, are the Bugatti O.C.'s *Bugantics*, West Essex C.C.'s *Wheelspin*, the Vintage S.C.C.'s *Bulletin*, Southsea M.C.'s *Supercharge*, the Bentley Drivers' Club's *Review*, the Aston Martin O.C.'s *A.M.* and the Ulster A.C.'s *Review*.

Two magazines which find their way to the bookstalls are *Top Gear*, sponsored by the Scottish Sporting C.C., and *Iota*, which is the official publication of the Half-Litre Club Ltd. Both of these have quite a reasonable subscription list with many readers drawn from outside club membership.



John Bolster

The C

100 m.p.
Standard
Dion Re



(Above) The J2X flat-out on an air-field circuit

(Right) Low, wicked-looking lines characterize the latest Allard. The side-mounting of the spare wheel is unusual on modern sports-cars.

At this year's Motor Show, the competition model two-seater Allard was exhibited in a modified form. Not only was the big Chrysler engine a new departure, but it was mounted 7 ins. farther forward than the power unit of the previous J2 type. This entailed the radius arms of the well-known split axle i.f.s. being carried forward instead of back, which is actually an advantageous arrangement. Naturally, especially having regard to the high reputation of its predecessor, I was all agog to try this latest version.

The car that I took over was of the J2X series, which is an export model. Instead of the four carburettors that are used for racing, a single Carter instrument was fitted, and a wide ratio gearbox replaced the "high first" job.

On taking my seat, I was amazed that a 5½-litre car could feel almost as small as an Austin Seven. The engine fired instantly, the automatic mixture control working perfectly at all times, and the tickover seemed impossibly slow, though there was never any tendency to stall. On moving off, it was at once apparent that the big motor developed a phenomenal torque at low speeds, and I soon realized that for normal road work the gear lever was all but superfluous. A touch of the accelerator was sufficient to send the machine surging forward, with the curiously typical "V8 beat" rumbling from the four exhaust pipes. The Chrysler engine was

entirely silent mechanically, and at a high cruising speed one heard nothing but the hum of the tyres and the wind. It was all most exhilarating, and quite unlike any other car on the market.

The three-speed gearbox is no disadvantage on the road, but for racing one would prefer four speeds, or at least the close ratio version of the present arrangement. The excellent acceleration figures could certainly be improved with a higher intermediate gear, but on top the performance, from 35 m.p.h. onwards, is better than that of most sports-cars using their four speeds to the full.

Such a car deserves good brakes, and that is a department in which the Allard excels. The big Lockheeds are well cooled, and never fade. The front ones, in particular, are really out in the airstream, for the separate mudguards do not obstruct the flow, nor do the proper racing wire wheels screen the drums. The cooling arrangements for the inboard mounted rear brakes seem to work well, too. There is a "fly off" type of hand brake lever mounted horizontally to the right of the driver's seat, and this gets full marks for efficiency and convenient location. How one appreciates it after a surfeit of pistol-grip devices!

The Allard suspension system is unconventional, and I shall therefore go fairly fully into its characteristics. In front, the swing axle system is employed, with helical springs and very large telescopic

damper. It allows considerable deflection to take place, and an extra severe bump may cause a momentary bottoming. Let me say, straight away, that the results are excellent. It is difficult to combine very soft front springing with good wheel adhesion and adequate roll resistance, but the Allard system does all these things.

Exemplary Front-end Behaviour

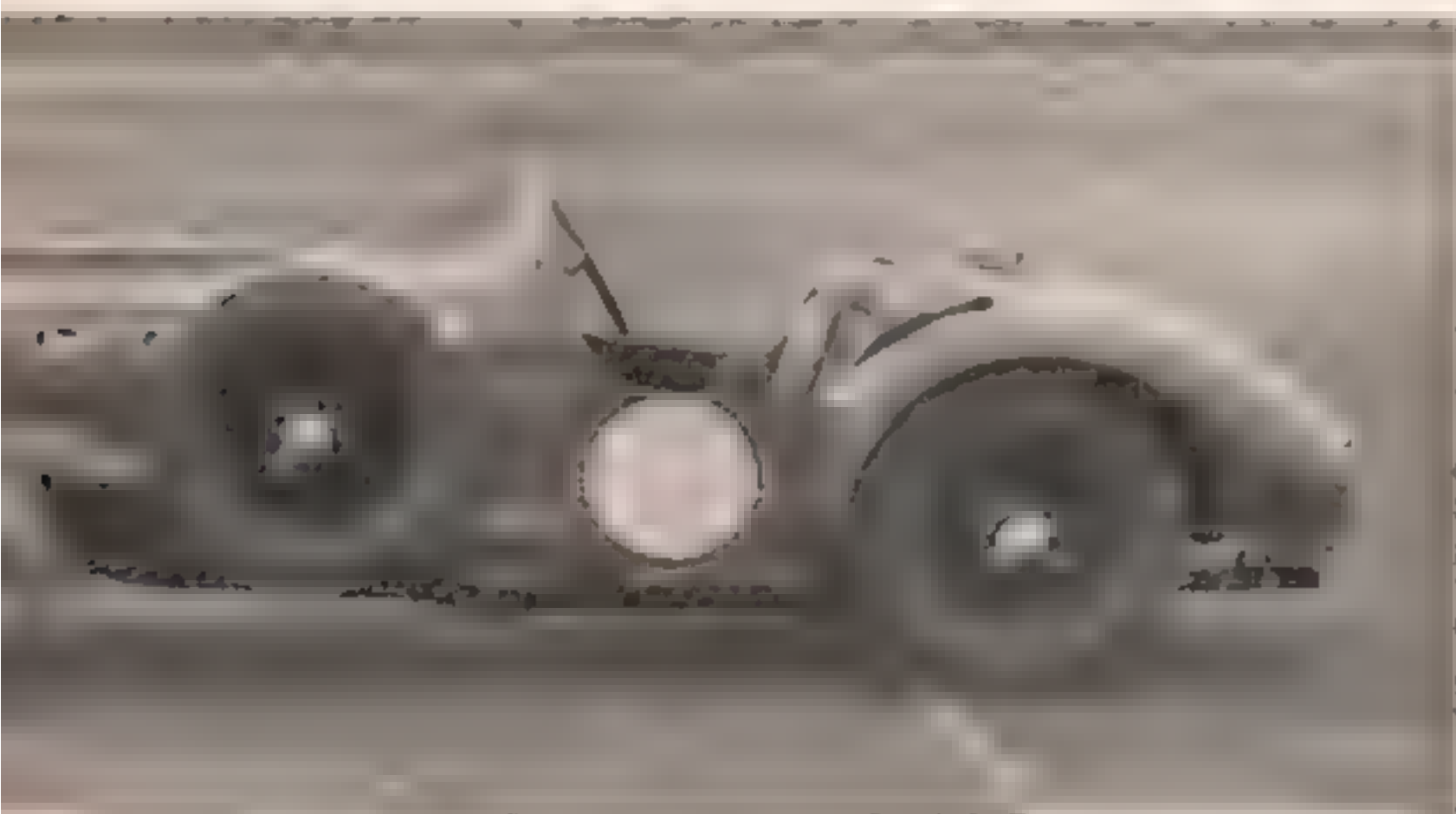
It is obvious that the divided axle must cause appreciable tilting of the wheels, and that gyroscopic forces are thereby engendered. In practice, one can see the typical flick of gyroscopic precession if one watches the front wheels on a bumpy road. There is normally no reaction to be felt through the steering, however, and the control is light, precise, and has good caster action. Such exemplary front-end behaviour is conditional on a rigid chassis frame being provided, and that has certainly been done in this case.

At the rear, a de Dion axle is employed. This consists of a tubular axle beam, offset to the back of the hubs so that they can

Tests—

CHRYSLER-ENGINEED ALLARD

**n. J2X "Export" Model Reveals a Remarkable
of Flexibility Inboard Rear Brakes and De
r Axle Features of Popular British Sports-Car**



be driven through articulated half shafts. These shafts also take the braking torque, for the back plates of the brakes are secured to the chassis-mounted final drive unit. All this results in commendably low unsprung weight, and the absence of wheelspin on rough surfaces is most noticeable. As the axle beam is freed of propeller shaft torque, violent acceleration on a low gear produces two identical black marks on the road surface.

The suspension medium is again hydraulically damped helical springs. As is customary today, the back springs are appreciably harder than those in front, and a very level ride is consequently secured. The comfort of the suspension is outstanding, and the new weight distribution entirely eliminates pitching. The car can be cornered fast without a trace of roll, in fact, a premonitory whistle from the tyres is the only sign that rapid negotiation of a curve is taking place.

My only criticism of the suspen-

sion concerns its behaviour when a corner is taken at racing speed. Under those conditions, the rear end breaks away rather suddenly, particularly on wet roads. This makes it difficult to slide a corner in one smooth sweep, without a certain amount of "dicing" at the wheel. I may be hypercritical, or airing an individual preference, but

in any case a very slight alteration of the rear suspension would lower the roll centre and eliminate the effect. I don't say that this would get one through the swerves any faster, but I think that one could then make a tidier job of it.

The body is entirely functional, and achieves exactly the right degree of sleek raciness, allied with almost animal ferocity. An admiring crowd forms wherever the car is parked, and the traditional green, with white number discs, certainly suits it very well. There is not an ounce of superfluous weight, yet there is nothing flimsy about the construction. It would be impossible to better the view from the driving seat, and all the controls are well placed, though the accelerator seems a thought far away. Naturally, one does not expect much luggage space in this sort of body.

Space for Four Carburettors

On the top of the alligator bonnet, there is a large air intake, so schemed that there is ample room to fit four down-draught carburettors if these are required. It is interesting that, as one gets above the 90 mark, this grille emits a shrill whistle that sounds exactly like a supercharger.

Particularly in the States, the Chrysler engines of race-winning Allards are made to produce far more power than the standard article. They are of very rugged construction, and stand up to this



Frontal aspect of the J2X Allard. As on the latest unsupercharged racing-cars, an air-scoop is fitted on top of the bonnet

OFFICE: Dominated by a large 160 m.p.h. speedometer, and a "six-thou" revolution counter, the facia panel of the J2X Allard is that of a true sports-car

Transmission. Chrysler single plate clutch, Ford three-speed gearbox with remote control, ratios 3.27, 5.75, and 10 to 1. Spiral bevel final drive with Hardy Spicer articulated half shafts, 26 m.p.h. per 1,000 r.p.m.

Equipment. 12 volt lighting and starting. Speedometer, revolution counter, ammeter, water temperature, oil pressure and fuel gauges.

Dimensions, etc. Wheelbase 8 ft. 4 ins. Track (front) 4 ft. 8 ins. (rear) 4 ft. 4 ins. Overall length 12 ft. 4 ins. Turning circle 39 ft. Weight 24 cwt.

Performance. Maximum speed 100 m.p.h. Speeds in gears, 2nd 65 m.p.h. 1st 37 m.p.h. Acceleration (wet road) standing quarter-mile 18.5 secs. 0-50 m.p.h., 7.2 secs. 0-60 m.p.h., 10 secs. 0-70 m.p.h., 14 secs. 0-80 m.p.h., 21 secs. 0-90 m.p.h., 29.2 secs.

Fuel Consumption. Driven hard, 12 m.p.g. 40 gallon tank, two in reserve.

LAYSTALL CHANGES

THE United Dominions Trust has acquired the Laystall Engineering Company, Limited, whose chairman, Mr. F. R. G. Spinks, met with a fatal accident at Whitsun. The new chairman is Mr. J. Gibson Jarvie, and Messrs. P. M. Gray and C. A. Neale have joined the board. The existing management will remain unchanged.



The Chrysler-Engined Allard—contd
treatment quite well. For road work, however, few people would ask for more performance than the model I drove provides, and the unusual combination of steam engine flexibility and a super sporting-car is most attractive. I am quite sure that one could not over-drive this motor, and the cruising speed could be anything up to the maximum. Actually, the unit rushes straight up to 4,000 r.p.m., where it peaks, after which the hydraulic tappets get out of breath, and prevent over-revving. The Smith rev-counter was commendably accurate at all relevant readings, but the speedometer had a considerable degree of optimism.

The J2X Allard is a very unusual car. It combines stark sporting coachwork with flexibility of a rare order and remarkably comfortable suspension. A really big engine, which simply plays with its very high top gear, gives probably a greater ease of travel than can be secured by any other means. I am sure that many Americans will get a great deal of excitement out of this new model, particularly those who live in the warmer states, and at \$4,500 delivered in New York, it should find a ready sale.

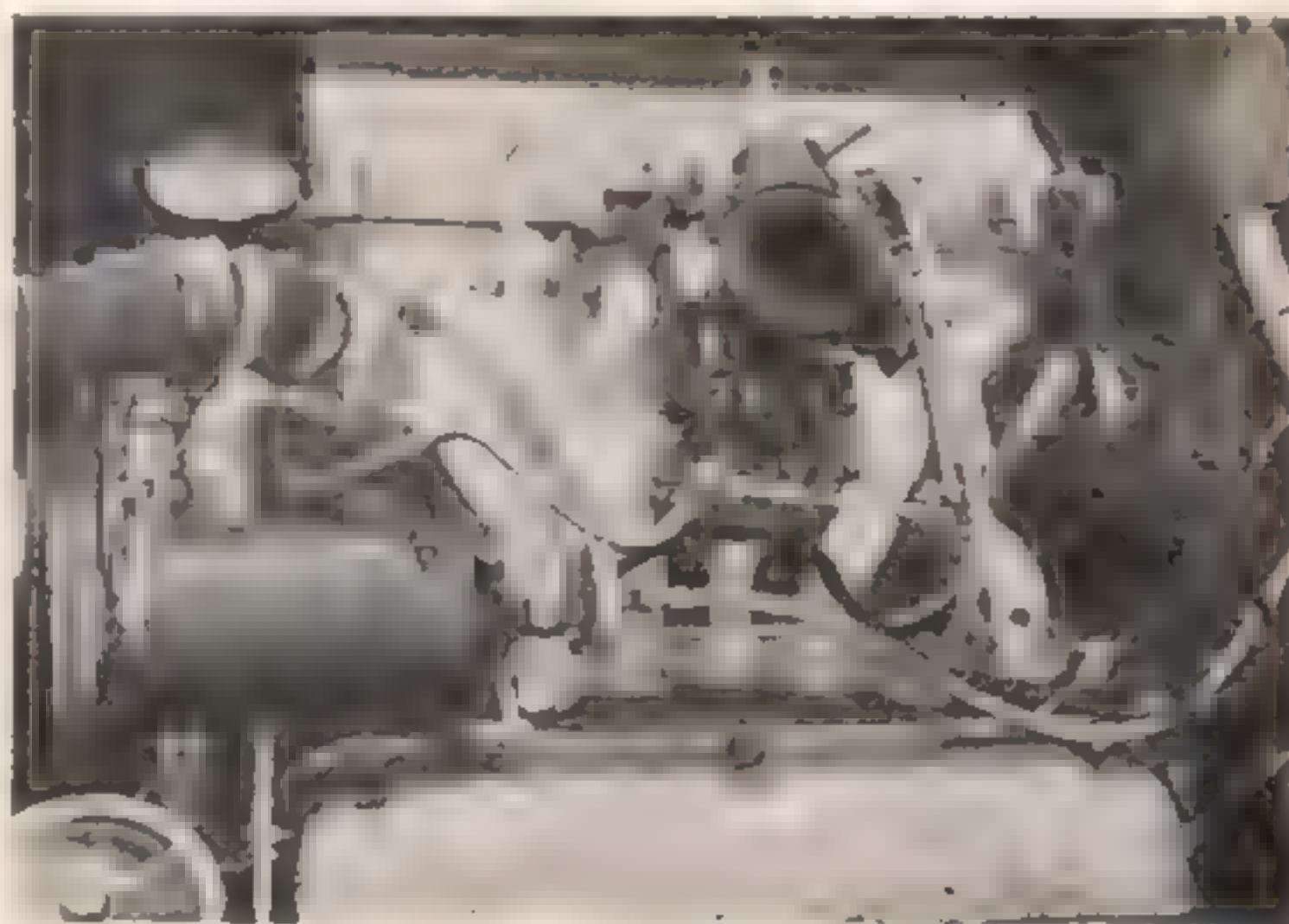
SPECIFICATION AND PERFORMANCE DATA

Car Tested. Allard J2X Sports two-seater, price \$4,500, delivered in New York.

Engine. Eight cylinders, 96.8 x 92 mm (5.420 c.c.). Inclined overhead valves, operated by pushrods and rockers. 172 b.h.p. at 4,000 r.p.m. 7½ to 1 compression ratio. One Carter down-draught carburettor. Lucas coil and Autolite distributor.

Chassis. Swing axle f.f.a., and de Dion rear. Helical springs and hydraulic dampers all round. Lockheed hydraulic brakes, 2LS front, inboard rear 12 in. Alfin drums, 156 sq. in. lining area. Racing type wire wheels with knock-off caps, fitted 7.00-16 in. rear tyres and 6.00-16 in. front tyres.

POWER HOUSE. The car tested was fitted with a standard production, single-carburettor 5½ litre, V8 Chrysler "Fire Power" motor. Sports-racing version of this engine normally has four Carter carburettors.



RUSSELL LOWRY'S Northern Lights

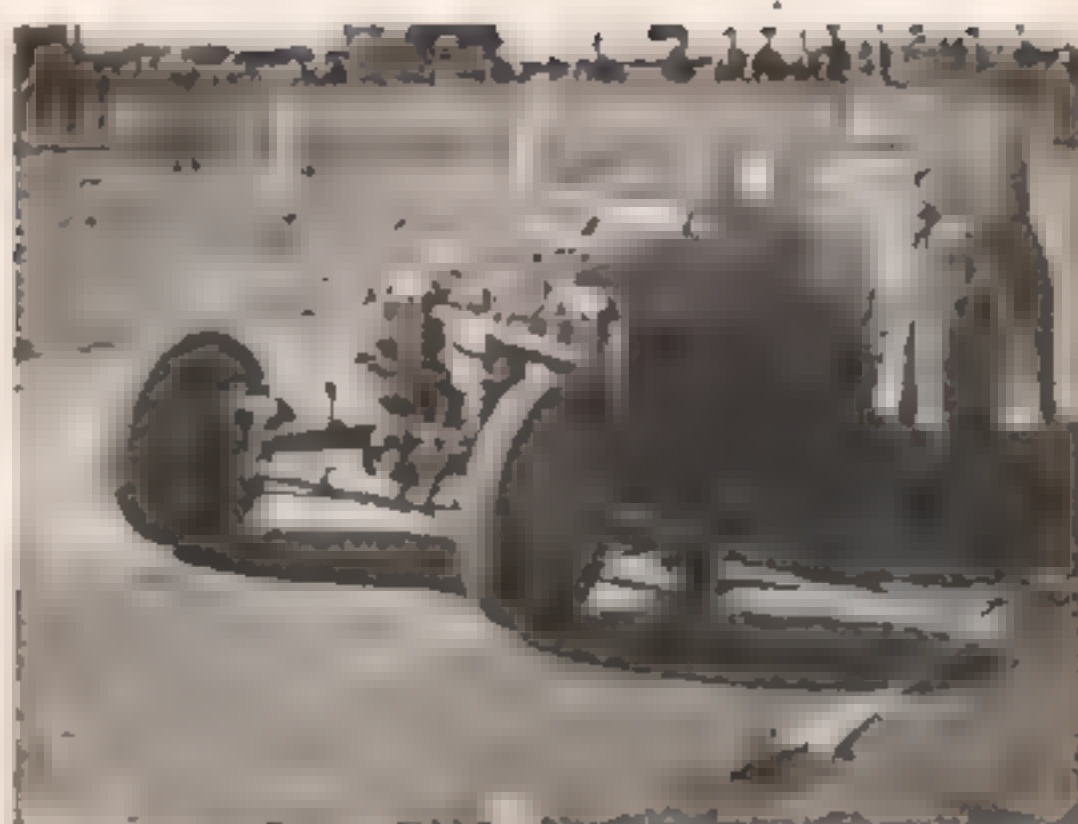
OFF WITH HIS HEAD—MATHS WITHOUT TEARS—ANOTHER MERGER?—OPERATION MUDPLUG — ENDS WELL — HOOD HAVE THOUGHT IT

FOR more years than I care to remember, I have taken part in committee searches for delegates able and willing to attend the annual R.A.C. Club Conference which has just taken place in London. I have also joined in the debates—often stormy—that led to the briefing of these delegates, once found. Then, year after year, our Willing Horses have returned to their northern stables with mystified expressions—and empty pockets—after a session in the Metropolis.

By recording the opinion held among these good types that the whole thing is a complete waste of time and money, I mean no disrespect to the row of distinguished gentlemen who occupy the other side of that big table in the R.A.C. Committee Room. Most of us see among them personal friends or figures whom we have revered since childhood for their deeds. There they sit, facing us, ready and willing to be shot at for the good of the Sport. But what happens? Practically nothing, except that our brickbats, our questions and our worries go falling, falling, falling through administrative space like pebbles chucked over a cliff. Eventually, maybe at the subsequent meeting 12 months later, a tiny splash occurs to mark the point of impact. Apart from this, we go away as wise as we came in.

It's great fun to gather a hundred or so of the keenest and most authoritative motoring enthusiasts together in one room for a day—but is it worth it? The R.A.C. likes to give club members a chance to air their views—would it be rude to say they "like to hear us waffle"? We, in turn, may enjoy an excuse for a trip to London, an encounter with fellow enthusiasts and the chance to air the views of our committees. Every year we go in the hope of seeing a real stir and getting some concrete action. But every year we come away with those empty pockets and that mystified expression.

Now, the R.A.C. are very conscious of the cost of running the Sport and frequently rub it in, though we remain as ignorant as ever of the details of revenue and expenditure. What then may be the cost to individual members and constituent clubs of attendance at this annual meeting? I'll make a wild guess and say a thousand pounds. That's quite a lot of money, and I suggest that much better value would be obtained all round if the R.A.C. Competitions Committee set up a panel of two or three people once a year in, say, Bristol, Birmingham, Manchester and Sheffield to hear our stories. This, of course, is if they really can't see their way to decentralizing themselves on A.C.U. lines, as has so often been suggested. Alternatively, the R.A.C. might



TWO SINGLES TO ALTCAR Charlie Oates in the remarkable Murray Special with two 500 c.c. J.A.P. engines mounted side by side. It scored a "second" in its class.

undertake to produce concrete answers at the annual meeting in London to questions of which they had received, say, 10 days' notice in writing prior to that meeting. If no answer could be given, the club concerned could be told so at the immediate cost of five-pence, and a saving of many pounds to the club or delegate concerned.

There it is, then, as seen from the North. However much we may respect the traditions of the R.A.C., and the achievements and devotion of its City Fathers, we cannot, for the life of us, see that this annual meeting is the most practical way of achieving the necessary liaison between the governed and the governing.

Among the lost causes, here comes a suggestion from Jeffrey Dixon, which may be greeted with snorts at first inspection, but really has quite a bit to recommend it. The theory is that it seems to him a pity we should measure speeds in "miles per hour" when "feet per second" give a clearer picture of what is actually happening. You may say tchah, or even pshaw, as you enter the 44 feet per second built-up area. But you find the possible value of the suggestion when you read Continental race reports and find that Giovanni Ascari is lapping at 158 k.p.h., and what the deuce might that be in real speed? If you haven't got your calculator disc handy and aren't very good at mental arithmetic, you can only mumble, "Oh, well, it's about 100 m.p.h.". But, you see, kilometres per hour and miles per hour are pretty nearly the same in terms of feet per second. It wouldn't work in the absolute, of course, but it would give us a reasonable working impression, as 30 m.p.h. 44 f.p.s.=49 k.p.h. And that's as near as you get by taking eight kilometres to five miles, the usual method of reduction. So all we need to do is to convince our Continental friends to think in feet instead of metres and there we are. Why shouldn't Englishmen start thinking in metres instead? Who started this anyhow?

As Reg Phillips seems to be hitting the odd jackpot with his latest conception, it may be just as well to spread some light on the proper description of the

Northern Lights—continued.

machine which has gone under so many identities in the last six weeks. Popular opinion seems to be that it is Austin-propelled, though few of us can ever have heard an Austin engine producing a note like that. The new vehicle goes down as an Austin because the chassis is basically of that manufacture, but the motive power is definitely Javelin. So when you see R. W. Phillips (Austin) in a trials account you'll know just what's meant.

* * *

EDWARD HARRISON has just finished his spell in the Services and celebrated the occasion by competing in two trials within 24 hours or so of getting "out". Father Cuth brought a car down from Sheffield to the "Gloucester" for him and then they both rushed up to Derbyshire to be ready for the North Midland Club's trial next day. Quite a hustle.

Roger Dove, on the other hand, finds his army life quite a pleasant antidote to work. Or words to that effect. No sir, I never said such a thing

ON Hanging Flat in the event just mentioned, Tony Alldred and Unison Brenda found themselves in an almost identical situation to that which finished in hospital last season. A sharp bend, "exposed" (in the mountaineering sense) on the outside and with an obstruction on the inside to throw everything off balance. Our northern observer saw that look come into Tony's eye which said clearly, "Oh heck, am I going to do it again"? Then the wheels gripped, the moment passed and all was well. The haunted look was wiped out and a beam of satisfaction took its place.

* * *

WILSON ROGERS picked this one up from Mike Wilson. Seems that a character having been away unexpectedly all Saturday afternoon, got home soaked to the skin, with his clothes hanging in damp, black folds around him and water running off the ends of his fingers. He was greeted by his solicitous wife.

"What have you been up to?"

"I've been out in a deluge".

"Well, good heavens, hasn't the wretched thing got a hood?"

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

Main Road Manners

I WAS very pleased to learn that the R.A.C. propose to tighten their control over events on the public roads, in view of the growing antagonism of certain sections of the public to rallies, etc., as a whole, and think that this is long overdue, if the sport is not to be brought into disrepute.

Your readers might be interested in the undermentioned extracts of a report of a recent meeting held, which appeared in one of the club magazines.

"... a hurried scramble, race back to the cars and the Photographic Grand Prix was on.

"All types of cars tearing madly through the countryside must have been very reminiscent of the Mille Miglia and there must have been some quite astonished people on the road that afternoon. ... On stopping on each occasion no particular attention was paid to orderly parking, and the road presented the astonishing spectacle of a solid phalanx of vehicles. ... Mad rush succeeded mad rush. ... a couple of bent bumpers also resulted. ... This strung out the competitors a little which was just as well, as the town of Petersfield had to be negotiated, and inhabitants or constabulary might have taken a poor view of a solid mass of vehicles whooping through the streets. ..."

Incidentally, I omitted to mention that the event was a "Treasure Hunt".

WALTER FREED.

LONDON, N.W.8

Trials

I HAVE read with much interest the correspondence in AUTOSPORT recently on the evergreen subject of trials. I suggested in February this year, through the courtesy of your columns, that the standard car could be matched against the special, if standard cars were allowed "knobbles".

With regard to Mr. Hollister's letter in your issue of 30th November, many of us would like to see less freakish machines competing in events, and to do this, the regulations must be amended so that more orthodox styles are encouraged by regulations, which could conceivably limit the proportion of weight to be carried by each axle or seating positions.

As far as the use of an ordinary car in trials is concerned, the special is by far the cheapest proposition, because the standard M.G., H.R.G., or "Chain Gang 'Nash" are much too expensive to repair if the coachwork or underside receives damage as it may easily do in quite a gentle trial.

Lastly, let me assure Mr. Chappell that the hard work the organizers and officials put in is more than appreciated by the very great majority of those who have the privilege of taking part in the events which they lay on for us.

DASHBURY, ESSEX

ROBERT BARLOW

(Continued on page 763)



Another year of Castrol successes

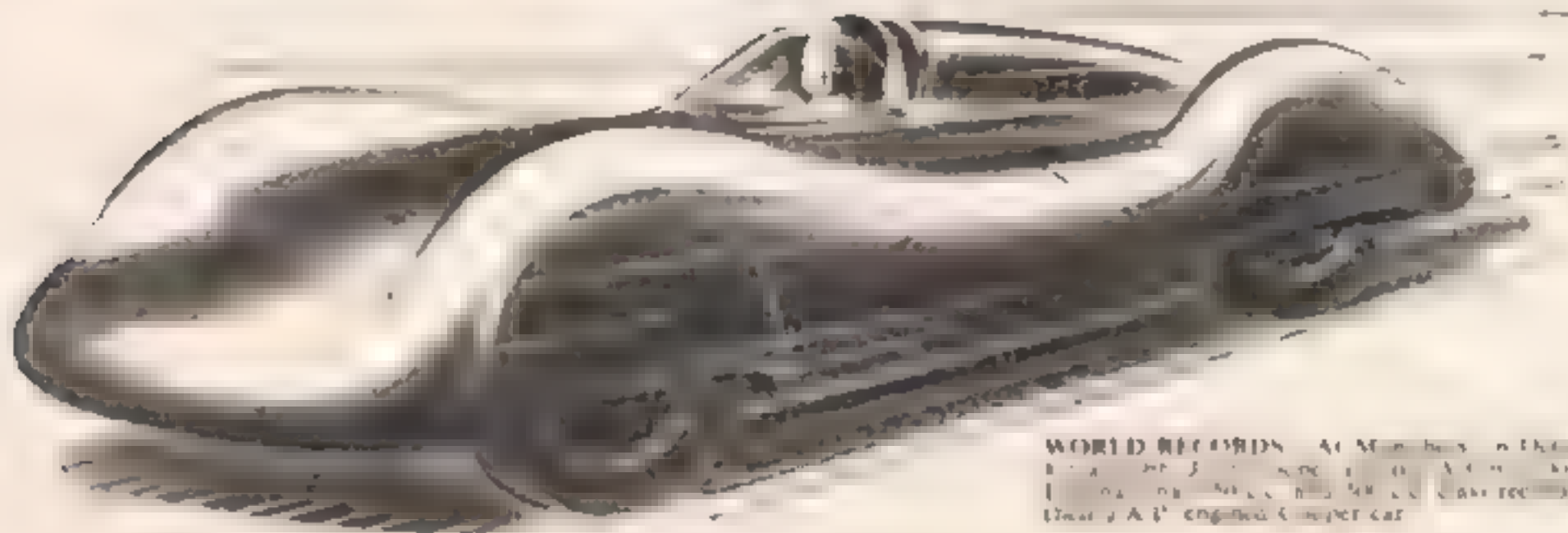
**Pictured here are
a few of the many
Castrol 1951 successes**



BRANDS HATCH. D. H. R. Gray (Cooper-J A P) in action during one of the two Dairy Telegraph International Trophy Races won by him.



IT STAYS The Porsche driven by Volkswagen's top executive was found at his home.

[illegible]

WORLD RECORDS At Moscow's Olympic Stadium, the Soviet Union set a new world record in the men's 100-meter dash, winning it in 9.9 seconds.



FALKA FLORIO A Fiat 500. The first British car ever to be sold in the U.S.



RAC TOLRIST TROPHY F. R. Gerard in his Frayer-Nash. This car won the "B" class and gained third place in the general classification, only being beaten by cars of much larger capacity.

(on right) NULLE VIGILIA. The Castalia, driven by F and G Montell, which won the 1,000 cc. Fast Closed car class in this strenuous 1,000 miles race. Castrol users obtained 5 first places in other classes.



MANX CUP C. G. H. Dunham cornering in his slide, which won the Manx Cup.



NEWS FROM THE CLUBS



EFFECTIVE MIXTURE: The Airhen Special with Jowett Javelin engine in a Fiat 1,100 chassis, and neat single seater bodywork reminiscent of a Cistalia. Driven in the Singapore M.C.'s recent Gap Hill-climb by Chia Eng Quee, it secured a second place in the 1,500 c.c. racing class.

SUNBEAM REGISTER DINNER AND SOCIAL

REPRESENTATIVES of other one-make Clubs and registers were guests at the Sunbeam Register's Annual Dinner and Social, a happy and informal function organized by Mrs. W. Boddy, which took place at the Red Lion Hotel, St Albans, on 31st November.

Each Club representative took part in a Motoring Quiz with Roger Dove as a light-hearted question master. "Starters" were P. Quiggin (Alvis Register), A. B. Demans (Humber Register), A. Jeddere Fisher (Lagonda Club), J. Green (Bentley Drivers' Club), Neil Freedman (Lancia M.C.), P. Sims (Aston Martin O.C.) and Dr. Etheridge (Sunbeam Register). The prize was carried off by the Lancia Club representative, Neil Freedman.

T. K. Wheeler won another competition, consisting of identifying a series of car advertisements from which the makers' names had been removed. He attributed his success to having to spend two hours per day tube travelling. Presiding at the dinner was Barry Dove, while Mrs. Sheila Darbyshire presented the season's awards.

JOINT JANUARY NIGHT RALLY

THE United Hospitals and University of London M.C. and the Hants and Berks M.C. are jointly organizing a Night Navigation Rally on 26th/27th January, 1952. The course to be covered will be about 80 miles in length, containing a number of control points indicated on the route card.

Vital key will be the one-inch Ordnance Survey Map (1947 new popular edition), sheet 169, by which entrants must find their way from the start. First competitor will leave at 9 p.m.

There will be awards for best performance by a U.H.U.L.M.C. member, by a H and B M.C. member and by a novice. Entries close by 19th January.

CAMBRIDGE MICHAELMAS RALLY

ON Sunday, 25th November, the Cambridge University Auto Club held their Michaelmas term rally. This year the course was about 200 miles long, situated in the Northants-Rutland area.

The rally was open to cars and motorcycles, and 25 competitors, six on motorcycles, left Cambridge at nine o'clock in the morning. The first half of the route was run to Stamford at a set average speed with secret checks.

It rained during the morning and the roads were flooded in two places. One marshal, having submerged his Alvis, waded ashore and ran two miles to his control, leaving his sister to push the car out, which she did. Brave girl! The car later caught fire just to show what it could really do and had to be towed home. Three other marshals also broke down during the day.

After a stop for lunch at Stamford the competitors drove in convoy to Uppingham, where special tests were held on the cinema car park. It was dusk when the last car left Uppingham and the second half of the rally, with check points located only by map references, was run in the dark. Here the organizers ex-

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

celled themselves and found three check points called Winwick. One or two of the competitors ran out of road, but managed to extract themselves from various ditches and continued.

Only two of the competitors returned to Cambridge without loss of marks and there were six retirements. The winner was H. Litherland driving a TC M.G. J. Marks was second also in a TC. The first motor-cyclist home was P. Caldwell riding a 350 c.c. A.J.S. He was placed 12th in general classification.

A.C. VERSUS SINGER O.C. QUIZ

THE Singer Owners' Club having won the first leg of an inter-Club Quiz, there was a respectable turn-out for the return match at the A.C.O.C. H.Q. This time the A.C. Club turned the tables, winning by a rousing 99 points to 44. Sixty questions were put into a hat, each competitor picking his own, and everybody enjoyed themselves. A deciding round will probably take place on neutral territory early in the New Year.

CHRISTMAS TRIAL

THE Sheffield and Hallamshire M.C. are staging a closed-to-club Xmas trial for standard production cars on 23rd December, over a non-damaging course, finishing up with a Christmas Dinner at the Devonshire Arms, Baslow.

Entry forms are obtainable from Ken Settle, "Westgrove", Grove Road, Totley, Sheffield.

RILEY "MIDLAND" MAKE MERRY

THE Midland Centre of the Riley Motor Club celebrated its Annual Dinner on 30th November, at the Regency Club, Shirley. There was a record attendance and enthusiasm ran high.

The President and Mrs. Victor Riley were supported by F. L. Robinson, retiring Chairman, and Mrs. Robinson, P. R. Allen, deputy Chairman, and Mrs. Allen, and the members of the committee and their ladies.

A silver Salver was presented to Mr. Robinson on his retirement from the chairmanship of the Centre, when it was mentioned that he had served the Centre in various capacities for more than 18 years. A silver Salver was also presented to Arnold Farrar, Honorary General Secretary and Treasurer, to mark the occasion of his marriage.

The Centre Secretary, Ralph Westley, proposed "Our Guests", and Michael

(Continued on page 764)

Correspondence—continued

Juan in January

YOU state (AUTOSPORT, issue dated 9th November, 1951) that "avid racing fans should realize that trials have a very large following in this country". I beg leave to contradict this statement and would suggest that this "very large following" is, when compared with the following that racing enjoys, quite insignificant.

AUTOSPORT appears before a very large weekly audience both at home and abroad. To that audience you have the responsibility of presenting subject matter of the greatest interest to the greatest number. Formula and sports-car racing appeal to a very great number of people as is evidenced by the large crowds that attend all meetings, by the demand for books on the subject and so on. There can be no doubt, therefore, that racing is the primary interest of more than 90 per cent. of your readers.

Following a busy season when space has had to be devoted almost entirely to reports on current events, the comparative quiet of the off-season could best be used in the presentation of informative articles on successful cars, drivers, &c., together with some of the many excellent photographs which must have been taken but for which, owing to pressure on space at the time, room could not be found.

With all due respect to the trials types I would suggest that a picture of Mr. I. Lykit Muddie in his I.L.M. Special is of interest only to Mr. I. Lykit Muddie and his immediate relatives; that a lengthy report on how he and a few friends did, or did not, climb a rough path up the side of a hill is read by only a handful of club members. By all means show results and an occasional picture, but I contend that the amount of space at present so lavishly devoted to the activities of Mr. I. Lykit Muddie and his associates shows the lack of a sense of proportion.

The publication of this letter may show by the sympathetic response it evokes that a little more "Juan in January" would be a popular thing.

FORMBY, LANCS.

JOHN E. HALL.

This is typical of several letters received. The subject is dealt with in this week's Editorial.—Ed.

Trials and Trials Cars

I HAVE been most interested in the recent correspondence on trials specials and the tyre regulations, as about nine months ago in an article published in another motor magazine I pointed out that the trend of development of trials specials was bringing nearer the day when trials would become freak events in which only a select few (being those who could afford to build, or have built, freak, and completely un-roadworthy cars especially for trials) would compete.

My suggestion for remedying the situation was, and still is, simple. It is to amend the R.A.C. regulations in which the definition of vehicles eligible for trials applies equally to vehicles eligible for rallies so that they require (a) the cylinder block to be forward of the foot-pedals; (b) the rear of the seat back to be ahead of the rear tyres (not the centre-line of the rear hubs as at present). As this in itself might cause certain types to build rather high in order to get a more upright seating position and thus allow for the engine to be mounted farther back, I also suggested that the height of the top of the seat cushion should be no higher than the top of the rear tyres. If this suggestion should be adopted it will achieve the same results as regards engine location as Mr. Onslow-Bartlett's suggestion at the R.A.C. conference of putting the engine at least five feet ahead of the rear axle, without requiring scrutineers to run around with tape-measures! It would also mean that specials would have to be built with the same layout as standard sports-cars, and this in turn would mean that standard sports-cars could once again compete in trials. The suggestions as they stand would preclude rear-engined cars from trials and rallies. This could be overcome by a regulation permitting rear-engined cars to compete only when they are the standard product of a recognised manufacturer who has built at least, say, 50 such cars.

At the time of writing the afore-mentioned article I was building myself a special within the limits suggested. It has since proved to be a most versatile vehicle and has collected many awards not only in trials, but in races and rallies, and has also been in regular daily use in between events. I mention this to emphasise the fact that my suggestion does

(Continued on page 767)

CONNAUGHT

1951 Competition record of a privately owned 1½-litre model

Meeting	Event	Place
Nottingham S.C.C. Gamston, 26.3.51	1½-litre Sports	1st
Altcar Speed Trials. 12.5.51	1½-litre Sports	2nd
Maidstone & Mid-Kent M.C. Silverstone, 26.5.51	Sports 2,500 cc. U.S.-1,500 cc. S	4th
	Sports 1,500 cc. U.S.-1,300 cc. S	1st
	Racing-Cars, 2,000 cc. U.S.	4th
	Racing-Cars, unlimited	4th
	Members Handicap	4th
Sheffield & Hallamshire. Gamston, 21.7.51	1½-litre Sports	1st
West Hants International. Ibsley, 4.8.51	1½-litre Sports	1st
	Racing-Cars Handicap	3rd
Goodwood, 18.8.51	1½-litre Sports	2nd
	Handicap	1st
Sunbac. Silverstone, 1.9.51	1½-litre Sports	1st
	Handicap, Heat ..	1st
	Handicap, Final ..	3rd
International. Prescott, 9.9.51	1½-litre Sports	4th
Altcar Speed Trials. 15.9.51	1½-litre Sports	1st
	1½-litre Racing	1st
Peterborough M.C. Silverstone, 22.9.51	1½-litre Sports	1st
	Handicap Final	1st
	Winning President's Trophy	
Nottingham S.C.C. Gamston, 6.10.51 ...	1½-litre Sports	1st
	Racing-Car Handicap ...	1st
	Sports-Car Handicap. Half	
	Race completed in 3rd gear ;	
	lever broke.	
Berwick M.C. N. Staffs M.C. Prescott Hill-Climb, 20.5.51	1½-litre Sports	3rd
	Wet weather award, Handicap	
	event for racing-cars all	
	comers	2nd
N. Staffs M.C. Peplow Speed Trials, 20.10.51 ...	1½-litre Sports	1st

Meetings attended but not placed :—

28.7.51. Aston Martin, Silverstone Meeting. All Races were Handicaps.

29.9.51. Goodwood International. Clutch failure.

No other Meetings attended.

Acknowledgments and thanks are due to Mr. K. H. Downing for permission to publish this record.



CONNAUGHT ENGINEERING

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Cables : Conautcars, London

News from the Clubs—continued

Kaye, Associate Editor of *Motoring*, responded. In a short and effective speech Mr. Sheasby proposed "The Club" to which Victor Riley responded, and took the opportunity to make a plea for experienced club drivers to set an example for safer driving.

An excellent Cabaret followed, and the evening drew to a close with impromptu dancing.

A "GALA" AFFAIR

THE M.G. Car Club's Gala trial proved a fitting successor to the "Moorfoot", and the Scottish Centre are proving themselves worthy of their recently acquired trophy for being the most enterprising club in the M.G. group.

Starting off in bright sunshine from Birkenhead on 2nd December, the said sunshine dispelled the touch of frost that had put an icy skin on the roads and the competitors soon found themselves driving through a water-splash that made a cosy introduction to the wallow of Currie Inn. It was here that R. F. Mackenzie came to grief on a concealed boulder and his M.G. had to be fished out by official types in thigh boots and hung out to dry before continuing on its redoubtable way.

Everybody managed Tractor Lane with the exception of G. C. Mainland (M.G.) but there are words not found in vocabularies to describe Detractor Lane. No one has had a clean climb on this hill this year and were it not for the fact that Jack Wilson's Austin once got to the top the detractors of Detractor would get a bull-dozer to the thing instead of being filled with a burning desire to conquer it.

The combined hills of Hot House and Burn House were climbed comfortably by the majority, but despite an inspired display of bouncing by his passenger, J. L. Murray (Murmor Spl.) barely managed three-quarters of the hill and had to be content with adding 14 out of 20 to his score card. Nigel Kennedy's Stafonak stopped on the slopes of Torquham and even the skilful Willum Stewart (Ford Spl.) belied down in a rut only quarter of the way up. Yes, Torquham certainly sorted them out and only the wily Bill Lamb (Dellow) managed to collect the full 20 marks.

Water may have been coursing down the slopes of Chapelwood but it was anything but plain sailing. A tricky little hairpin bend right at the top fooled everyone and again there wasn't a completed climb in the whole company while Nigel Kennedy (Stafonak) had to be satisfied with but 10 marks owing to selecting the wrong cog from the galaxy of gears provided by his double gear box. B.F.D. on Dobie's Grave came from Bill Watson (Ford Spl.), but the snag was that this was the "Slow" climb and a very crafty little bit of meandering on the last and fairly level stretch above poor Dobie's head gave the best performance to J. L. Murray (Murmor) who took a full six seconds more than the Watson driver.

Gattonside, the last hill of the day, resulted in clean climbs from all but two

of the entrants and there were particularly good performances by Archie Wallace (Ford Spl.) and Peter Goodall in his Dellow. The grand finale was a driving test in the car park at Galashiels and the clang of pylons was started by Ernie Herrald who, in his M.G. saloon, was showing the competitors just how it should be done—but not that way! Nigel Kennedy, thinking example was better than precept, or something, also had the wild bells ringing out on the calm of the Sunday afternoon. Not being content with hitting the pylon he tried to make the Stafonak climb over it to make his passenger reach for his safety-belt and muse on the wonderful service provided by B.A.O.C. when one is airborne. A

really good performance was returned by Bill Lamb (Dellow) and was the means of him being well in the lead when the score was posted. A. N. F.

RESULTS

Premier Award: W. J. Lamb (Dellow), 167

Premier Award (Class I): P. M. Goodall (Dellow), 160.

First Class Award: W. N. Watson (Ford Spl.), 154.

Second Class Award: N. A. Kennedy (Stafonak), 147.

Special Gibson Award (Best Performance by an M.G.): G. C. Mainland.

THE SHROPSHIRE TRIAL

PERFECT weather favoured the Hagley Club on 2nd December, when 39 competitors left the Lytleton Arms, Hagley, to take part in the Shropshire Trial. The course was just over 46 miles long and proved to be a very stiff test.

Three of the morning's sections were again tackled, in the reverse order, in the afternoon, and from experience gained in the first instalment, the marshals in charge were enabled to contrive sundry diabolical modifications for the competitors' benefit [sic], especially in the case of Enville 2. This was a short section in a wood, with a surface of soil and leaf mould, which did not cause a great deal of difficulty in the morning. The later addition of an "S"-bend, however, and a slight shifting of the route, enabled only one competitor, Sleeman, in his special, to make a clean climb. Pat Atkinson's special waved its off-side front wheel in the air in protest as its tail proceeded to dig in, while Len Shaw, in the ex-Wharton car, clouted a tree with great gusto.

The Wheel Hill, at the rear of the hostelry of that name, on the Bridgnorth-Wolverhampton Road, had the effect of sorting out a great many competitors in no uncertain manner, having at its lower half a steep step, at the foot of which the Class "A" start was sited. Quite a number of the experts failed to move from the line, even Ron Lowe only managing a foot or two, to the great enjoyment of his wife, who in a similar Dellow, had just accomplished the same feat.

After lunch, with a modified starting line, more competitors surmounted this bit, but very few drivers could persuade their cars past section 10, with the notable exceptions of Norman Lawrence in the 972 c.c. Singer and S. A. Beasley in his Austin 7, who reached the summit amid the plaudits of the spectators.

The results were as follows:—

Class "A" Super Sports-car, The Whittington Cup: J. D. Sleeman (1,172 Sleeman).

Class "B" Sports-car, The Grove Cup: J. Toogood (3,966 Ford Special).

Class "C" Saloon-car, The Sidaway Cup: J. W. Cox (1,172 Ford).

750 c.c. Class, The Jet Cup: J. D. Hollingsworth (747 Austin).

Novices' Award: M. C. H. Lea (747 Austin).

Class "A", 1st Class Awards: L. J. Oliver (1,172 Oliver); J. Deeley (1,512 Cranford).

2nd Class Awards: P. Atkinson (1,225 Atkinson Special); P. Reynolds (1,172 Dellow).

Class "B", 1st Class Award: N. Lawrence (972 Singer).

2nd Class Award: G. B. Johnson (1,172 Stanniford).

Class "C", 1st Class Award: R. W. Horton (A40 Sports Austin).

FULL HOUSE AT NOTTINGHAM FILM SHOW

DEXER TRUMAN's sound films, shown by the Nottingham S.C.C. on 2nd December, attracted two full houses in the Nottingham News Theatre, over 600 people attending and many more being turned away. High spots in a fine programme included many shots of Gillie Tyrer in numerous skids at Gamston, and some excellent films of the Derbyshire High Peak Trial where, as the commentator stated, "it was cold enough to freeze the paws off a brass monkey!"

The Club's Annual Dance will be held at the Nottingham Palais-de-Danse tonight, Friday, 14th December. The new venue will provide space to cope with the present Club membership of over 500.

SCOTTISH ALVIS OWNERS—FORWARD!

THE Scottish Section of the Alvis Owner Club has been in existence for several months now, but it is felt that there must be a considerable number of Alvis owners who are not aware of this. The entry fee has recently been abolished for this Section of the Club, so only an annual subscription is payable on joining. Activities are not confined to any one area in Scotland. Full particulars can be obtained from the Hon. Sec., David M. Gillies, of 17 Dudley Gardens, Edinburgh, 6.

M.G.—continued

1949 M.G. TC, cream, used a few times only. As new, £795.—Rose and Young Ltd., 65-69 Stenbold Avenue, Streatham Hill, S.W.2. Tel.: Tube Hill 6464 and 8182.

MORGAN

MORGAN 4-4, Official spare parts stockists, service and repairs.—Basil Roy Ltd., 161 Gr. Portland Street, W.1. Langham 7733.

SLOCUMBS OF NEASDEN for Morgans. The car with motor-cycle performance and economy. Two or four-seaters, £5 tax, 70 m.p.h., 50 m.p.g.—Slocumbs Ltd., 40-52 Dudden Hill Lane, N.W.10. WIL 4869.

1934 MORGAN-MATCHLESS 4-seater, good condition, reliable, £140 or offer.—Details Balfour, c/o J. S. Herbert, Eton College, Windsor.

1932 MORGAN, excellent condition throughout, £135.—Tudor Motors, London Road, Hounslow, Middx. Tel.: Hounslow 4314.

MORRIS

MORRIS 8 4-seater tourer 1937. Engine only 8,000 miles, body very clean, brand-new hood and sidescrims, Ace discs. Taxed, £275 or exchange.—Jack Leeson & Partners, Brook Street Garage, Stourbridge 58081.

RACING-CARS

COOPER 500 Mk. V 1951 offered with approx. £100 extras and spares, overhauled at the end of season at a cost of over £80. Now on sale with Double Knockers Norton tuned dope, with new crankcase, flywheel assembly, con. rod, barrel and piston. The lot £650, or sell car less engine. Offers.—C. D. Hesdland, 412 Stratford Road, Shirley, Nr. Birmingham. Shirley 3091 (evenings).

1950 J.B.S., fitted with Double Knockers Norton engine. Alloy and wire wheels. Twin master cylinders. Hardly used.—Connacht Engineering, Portsmouth Road, Sand, Surrey. Ripley 5178.

RAILTON

RAILTON Straight Eight. 29 h.p. Sports saloon. Black, brown leather. In exceptional condition. £225. Terms, Exchanges.—Railton Motors Ltd., 71 Broad Street, Birmingham. Midland 2437.

RILEY

CHOICE of Marshall-blown EMP, fitted Lockheeds and Trem Replica, fitted 4 Amals, and Lockheeds.—John Ching, Launton, Bicester. Bicester 259.

2½-LITRE RILEY Roadster, first registered January 1950, genuine mileage 17,000. One owner. This car finished 17th 1950 Le Mans 24 Hours Race, and special equipment still retained includes 1.5 axle ratio, close ratio gearbox, special heavy-duty shock absorbers, twin S.U. petrol pumps, revolution counter, etc. This car is capable of speeds in excess of 100 m.p.h. Price £1,550.—G. H. Beeson, Mawkin Farm, Birtle, Bury. Telephone: Bury 124.

ROLLS-ROYCE

ROLLS-ROYCE Shooting Brake required. Good price offered for specimen car.—Box 542.

SINGER

SINGER 9 1934 sports 2-seater, brakes, shock absorbers, valve guides, valves and springs and steering recently renewed. Aluminium body, good hood and side curtains, clean car.—Plewett Ltd., 120-122 Alma Street, Birmingham, 6. Tel.: AST 3206-8.

£55 SINGER Junior 1930. Excellent coach-built 4-door saloon, black and chrome, 8 h.p. engine, completely rebuilt. Clutch re-lined, new crown wheel-pinion, Hartford shock absorbers. Economical and absolutely trustworthy. Many spares, cyl. head, valves, etc., block, pistons + 810, rods.—Neil Smith, 46 East India Dock Road, London, E.14.

SPECIALS

PARKER Special Brown A.40 engine, 2 spare wheels and hood, £400.—Windsor Service Station, Bath.

SUNBEAM

1933 SUNBEAM, 23 h.p. saloon, £75 or exchange.—Hackney Repair Works, 435 Hackney Road, London, E.2. Phone: Shoreditch 3209.

TALBOT

TALBOT 9 Special 4-seater sports, interesting, reliable motor, good condition, £90 o.b.o.—Walton-on-Thames 5198.

Classified Advertisements
NOTICE

All Classified Advertisements intended for publication in the issue dated 28th December must reach this office by First Post, Friday, 21st December.

Address them to:

AUTOSPORT, Classified Advertisement Dept., 32, Great Windmill Street, London, W.1.

TRIUMPH

1933 TRIUMPH 4-seater tourer, £125.—Tudor Motors, London Road, Hounslow, Middlesex. Tel.: Hounslow 4314.

VERITAS

VERITAS-METEOR post-war 2-litre BMW, 130 m.p.h., 2-seater. Import duty and purchase tax have been paid on this vehicle. Exceptional condition. £1,475.—Rose and Young Ltd., 65-69 Stenbold Avenue, Streatham Hill, S.W.2. Tel.: Tube Hill 6464 and 8182.

VOLKSWAGEN

£450 VOLKSWAGEN saloon in nice condition, smart Continental appearance, fast and very economical.—Phone VAL 2096.

VALE

VALE SPECIAL 2-seater, £190 recent overhaul, £40 worth extras, plus new tyres, £285.—Autos Ltd., 229 West End Lane, Hampstead. Tel.: 3430.

WOLSELEY

WOLSELEY Hornet, £120, 2-seater, special 14 engine, new hood, battery, good tyres, 28 m.p.g. Taxed, insured.—152 Woodcote Road, Caversham, Reading.

SPECIAL OFFERS

ALLAN MOORE, Easton Bray 236, 1947 CITROEN Light 15, very clean, fitted radio, new tyres, black, £800.
1930 BENTLEY 4½-litre supercharged fixed head coupe, £445.
1930 Ace of Spades LEA-FRANCIS, first registered 1938. Mechanically good, body rough, very fast, £320.

BRAY MOTORS offer the following bargains: £245. Now available, 1935 S.S.80 sports, 2-seater. Bargain.
£285 1936 M.G. PB Continental coupe.
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£145 1947 (Reg.), ex W.D. HILLMAN 10 h.p. utility truck.
100-104 West End Lane, West Hampstead, N.W.4. HAMPstead 6490 and 7327.

RICHARDS & BROWN offer: M.G. NA Magnette 2-seater, £285; M.G. 12 h.p. special streamlined 4-seater, £295; Lancia Augusta 1936 saloon, £125; Lancia Aprilia 1937 saloon, £195; Morgan 4/4 supercharged 4-seater, special coachwork, £525; Sunbeam 1927 20 saloon, two owners, 75,000 miles, £125; 1932 Nash 8-cylinder D.H.C., £75. Hire purchase, part exchanges, cars sold on commission or purchased for cash.—Ringers Road, Bromley, Kent. Phone: Ravensbourne 6479.

R. W. COOKSON wishes to dispose of the following, subject to any inspection:

1939 J. JAGUAR "100", only 1,000 miles since fitted reconditioned engine and gearbox by makers, over £400 spent in recent years. A perfect specimen, £650 or very near offer.
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1949 VOLKSWAGEN. Recently fitted new engine and resprayed. Bosch headlights. Fast and economical, £475.

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CHILTERN CARS offer Alfa Romeo, Allard, Alvis, Austin, Buick, Ford, M.G. and Talbot from stock. Terms, Exchanges.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone 2060.

POTTER, RICHARDS AND CARR offer choice of the following cars: Alvis, Allard, H.R.G., Rover, Rolls-Royce, Humber, Mercedes, Lancia, Citroën, Salomon, Bugatti, Alfa Romeo at attractive prices. Part exchanges. Terms, etc.—62 Prince's Gate Mews, S.W.7. KEN 6955.

1946

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(Continued overleaf)

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CLASSIFIED ADVERTISEMENTS—continued

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£425 1938 TALBOT 16 open 4-seater tourer in superb condition, resprayed in duo blue, with new hood, sidescreens and tonneau cover, rechromed, spotless interior. A perfect car.

£395 1939 TA M.G. 2-seater in cream, excellent mechanically, nice appearance, good all-weather equipment, a super bargain.

£385 1939 MORGAN 4/4 open 4-seater, resprayed red, new hood and tonneau cover, an excellent car.

£325 TALBOT 110 sports 2-door saloon. The actual winner of the Grand Prix d'Honneur in the Monte Carlo Rally. One owner for thirteen years. Many special features, a super car.

£295 1937 DELAGE D100 7-seater partition Coupé de Ville, in very good mechanical condition. Cotal electric box, i.f.s., perfect tyres. The interior is in excellent order but the exterior requires respraying. A superb car at a giveaway price.

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BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

IT'S UNLIKELY, CHUM, but if the back end should go I can get home under my own steam. Whatever the reason for towing your trials or racing-car have a proper trailer for the job. We specialize in trailers for conveying motor-cars. As supplied to T. C. Harrison, Tony Brooke, Maurice Wilde, and others. Tow in absolute safety and complete peace of mind.—Barnes & Winder Ltd., White Cross, Guiseley, Leeds. Phone: Guiseley 186.

LOCKHEED 2LS conversions for Riley Nines. Backplates with or without cylinders, pipes, etc.—Write for particulars, A. Farina, 37 Marlborough Road, Oxford.

THREE SPIRES DELIVERY COMPANY, specialists in car delivery to all parts of Great Britain. Hearsall Lane, Coventry. Telephone: 64654.

600 MOTOR-CAR BOOKS; catalogue free!—Vivian Gray, Bookseller, Haywards Heath, Sussex.

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